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Hindustan Institute of Maritime Training Page No. 41

## CONTENTS

From the Editor	Page No. 21
From the Columnist	Page No. 30-37
Shipping News	Page No. 46-47, 48, 49
Directory	Page No. 44-45
News Update for Onboard Crew	Page No. 28, 38, 40
HealthZone	Page No. 24, 25
Review Corner	Page No. 28, 29
Your Forecast	Page No. 36
Marine Insights	Page No. 50

MASSA Mumbai marked its 70 years of presence in the industry with an Annual Function. The occasion was graced by the industry experts.



MASSA Maritime Academy, Chennai celebrated its Annual Day by inaugurating new premises dedicated to nurture the seafarers.



10 11 12 13

15



"Varun Shipping Company's Maharshi Vishwamitra (VLGC) to be Technically Managed by Darya Ship Management" – Capt. Rajesh Deshwal, CEO, Darya Ship Management tells *SEA AND JOB* Magazine

05



ICCSA - A pioneer association of coastal shipping development celebrates its Annual Function with comradet in Mumbai

51

CMMI conducted its 3rd Master Class on Dangerous Goods, IMDG Code and its 38th Amendment for the industry professionals.

31



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- Third Officer
- Third Assistant Engineer

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- Chief Officer
- First Assistant Engineer
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- Third Officer

#### VLGC

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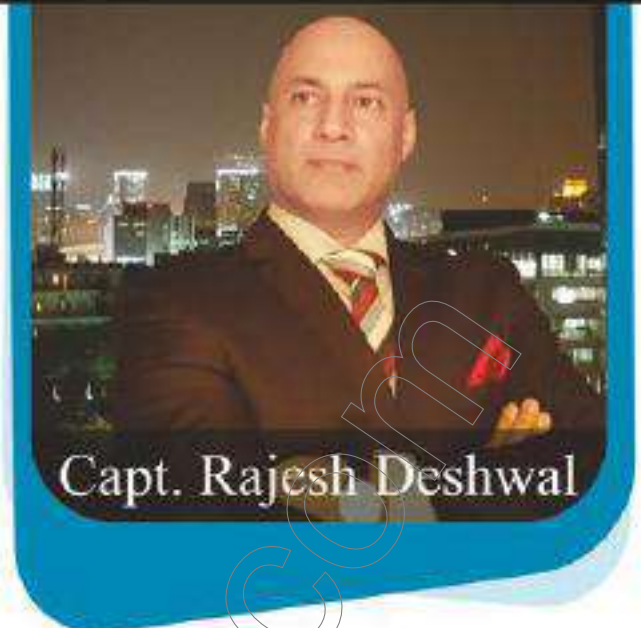
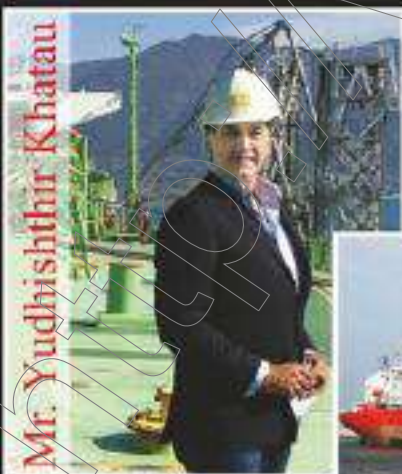
Shipping Solutions

*In conversation with*  
**Capt. Rajesh Deshwal,**  
**CEO, Darya**  
**Shipmanagement Pvt. Ltd.**

**About Varun Shipping Company**

The Varun Shipping Group, established in 1971 and promoted by the well-known business house of the Khataus (Circa 1874), has been amongst the five leading shipping companies in India and a market leader in the transportation of liquefied petroleum gas (LPG). Mr. Yudhishtir Khatau, the Promoter, Chairman & Managing Director of the Group is a well-known and respected person in the Shipping Industry. He has been the past President of the Indian National Shipowners' Association at a young age of 37, where he distinguished himself with the development of the Tonnage Tax Code that now provides the fiscal regime for Indian shipping. He has also been the first Indian and the youngest President of the Baltic & International Maritime Council (BIMCO), the 106 year old, most influential and effective shipping industry association in the world, which is headquartered in Denmark.

Varun's presence in the Indian LPG trade has provided tremendous "infrastructure" in terms of maritime logistics to the Indian PSUs namely Indian Oil Corporation Limited (IOCL), Hindustan Petroleum Corporation Limited (HPCL) and Bharat Petroleum Corporation Limited (BPCL), who import LPG from the Middle East Region. India consumes approx. 20 million tonnes of LPG p.a. and produces only about 10 million tonnes of LPG p.a., wanting a significant volume of approx. 10 million tonnes of LPG p.a. (50% of the requirement) to be imported. At one point Varun carried over 72% of the state controlled LPG cargoes for India. Without India's national fleet mainly represented by the Varun Group, the country would have to depend largely on foreign flag vessels to transport this crucial cargo that is the lifeblood to India.



**Capt. Rajesh Deshwal**

**Darya Shipmanagement has been given the job of full technical management of MAHARSHI VISHWAMITRA (VLGC). What are your views?**

I am exceedingly obliged to Varun Shipping, its board of directors, the associated banks, the charterers of the vessel and the Indian administration to consider Darya worthy to serve this great company. We will do everything possible to maintain the trust bestowed on us especially in these challenging times. As always, I seek the blessings from all my seniors and support from the friends and sailors.  
 -Jai Hind.

**Your perspective on Varun Shipping Company.**

No person or company does anything wrong intentionally to land into a difficult situation. Sometimes decision made in the larger interest of the company don't materialise due to unpredictable changing circumstances despite countering the predictable risk in business.

I don't even have a speck of doubt that this iconic Company will bounce back very soon. Especially when the Leader Mr. Yudhishtir Khatau is a determined man to produce results. At the age of 43, he was the youngest president of BIMCO in the year 2011. He is also the first and only Indian so far to head this 106 year-old organisation.

Today 7 out of every 10 Indian GAS experience sailors are a product of Varun Shipping. Most of them are well placed across the globe in decent positions both at Sea and ashore.

**Varun shipping has been through a rough patch in the last few years. What is your take on that?**

Agreed, but this is not uncommon in a business. A good company has to incessantly work on its new strategies to meet with the changing time and opportunities.

There have been many grieved sailors and perhaps some vendors who are annoyed and upset with the company of late. We all sympathise with them including the owner Mr. Khatau, as I see him relentlessly working with all other stakeholders to normalize the situation. This is not a one man show but several stakeholder's decision which determines the fate of a listed company. Therefore blaming one person will be injustice.

After having seen the worst, time has come for Varun Shipping to bounce back even higher, and this is where I appeal to all the past beneficiaries to come forward and hold hands to help the company stand up again.

Just when your parents get sick and you have to admit them in the ICU, you don't run away because you have to pay the bills but you do everything possible to help them recover fast so that you can once again have their blessing and can flourish under their benediction.

It will be a thanks giving, and reflection of your gratitude to the Great Company. It will be a win-win for all of us as the doors to several job opportunities will reopen and India will be able to save on her Forex.



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# MASSA CELEBRATES 70 YEARS OF GLORY IN THE MARITIME INDUSTRY

MASSA celebrated its 70th year in the industry by organising an Annual Function on 27th October, 2017 at Mumbai. The function was graced by the Additional DG Shri. Amitabh Kumar, Member of Parliament Shri. Gajendrasingh Shekhawat, Chairman of National Shipping Board Mr. Pradeep Rawat and other eminent personalities and senior professionals from the industry. The function started with the Indian Tradition of Ganesh Vandana performance. The host Capt. Shiv Halbe, began by welcoming everyone. "We have gathered here to celebrate the annual function of MASSA and this happens to be the 70th year", said Capt. Halbe. He kick-started the felicitation function first by felicitating the Chief guests Shri. Shekhawat, Mr. Pradeep Rawat and Shri. Amitabh Kumar. Subsequently the Achievers for 2016 were felicitated with a Gold medal and the title 'The Most Meritorious Student, 2016'. 4 Achievers were felicitated who topped in Mates, Masters, Chief Engineer and 2nd Engineer examination. Two Unions of Maritime Industry, NUSI and MUI, were felicitated. Shri. Abdulgani Y. Serang, Shri. Amar Singh Thakur and Capt. Hiranandani were called upon to receive the award. Shri. Abdulgani Y. Serang spoke on soft skill development initiatives taken by NUSI. Capt. P. S. Barve was given The Lifetime Achievement Award. The evening was augmented with music and classical dance performances making it a memorable night.







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I am Capt. Vijendra Dogra, working offshore with VShips. I received an award for Best Candidate in Masters COC exam for, holding the highest marks. I am really thankful to MASSA for the recognition and bestowing me with this award amidst a vivid gathering.





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# MASSA MARITIME ACADEMY, CHENNAI CELEBRATES ITS ANNUAL DAY



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The Maritime Association of Shipowners, Ship-managers and Agents (MASSA), is a non-profit making body, that enjoys an excellent rapport with the Indian Ministry of Shipping. MASSA is represented in various statutory bodies in the shipping industry. The prime aim of MASSA is to spread maritime awareness and promote maritime education and research in India. It achieves this through the Maritime Training and Research Foundation (MTRF) – a Trust supported and established by MASSA that delivers on its policies through their two professionally run Maritime Academy – at Mumbai and Chennai.



MASSA Maritime Academy, Chennai, on Friday the 13th October, 2017 celebrated its Annual Day by organizing a visit for the invitees to its plush new premises on OMR followed by an intellectually stimulating pre-lunch event at the adjoining Turyaa hotel.

The Additional Director General of Shipping Shri. Amitabh Kumar, IRS was the Chief Guest and Shri. Amar Singh Thakur, General Secretary of MUI was the Guest of Honour who unveiled a plaque at the Academy acknowledging the benevolence of Maritime Floating Staff Welfare Trust in equipping the Academy with latest state-of-the-art Simulators and dedicating them to the service of the industry.



At the Pre-lunch event, Capt. Shiv Halbe, immediate-past Chairman of MASSA formally welcomed the gathering and enumerated some of MASSA's efforts in the professionalization of the industry. The Chief Guest and Guest of Honour acknowledged the contributions of MASSA and the very responsible role it has played in the growth of the maritime domain.

The event was well planned, executed and attended by all the professional bodies like CMMI, IMEI, Nautical Institute, Institute of Chartered Shipbrokers and the various leading academia like IIT and IMU.





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# To The Readers ...

## We're all different in our own ways

**W**e are all products of our own individual experiences and upbringing so it is absolutely natural that we will all have differences in opinions on a wide range of issues.

In fact, the world would be an extremely boring place if we were all the same and it's the immense diversity amongst people across the world that makes it such a charming place.

Your perception i.e. the way you view life is never going to match up with anyone else. Sure, you may have some instances where you and your best friend perceive the exact same thing, but for the most part you will see things somewhat differently than others.

Differences are important and they should be respected. I believe it's necessary to accept people for who they are and who they are not.

Accepting people does not necessarily mean you agree with them, approve their choices or waive your own beliefs. It is just the act of letting people be, where you accept the reality of the other person. At times, your shift to acceptance can make things better.

In situations where differences arise, a person can handle it in a better way by taking his time, gauging the mood of the opposite person's mind and then trying to persuade him. While sitting down for clarification or confrontation, be specific and don't exaggerate your accusations. By blowing things up out of proportion or moving off on a tangent, it will prevent the real issues you have from being listened to and considered.

Oftentimes, our knowledge creates differences as it brings ego in people's mind, we argue on our opinion which leads to negativity. Even in our own immediate environment such as the workplace, people argue and debate over the course of action to be taken, only to reach at the same solution.

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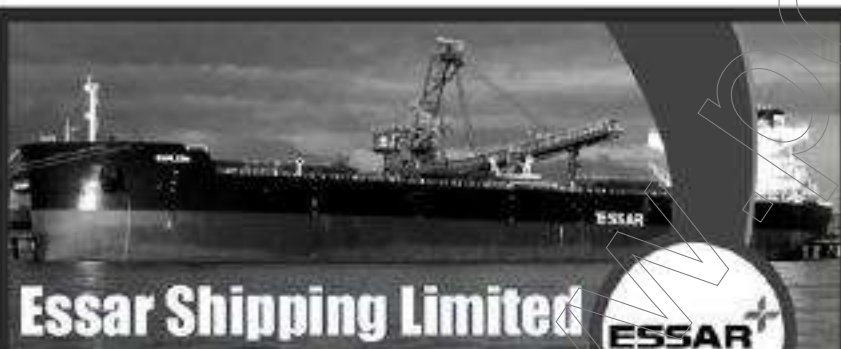
Listen and acknowledge other's opinion but also be confident to express your own. Listening to other's view doesn't mean you have to deviate from your own firmly held opinion, although a different opinion to your own can sometimes make you think about issues in a different light. This is all a part of maturing of the mind. It's not about convincing others that you are right or about them convincing you that they're right but simply a matter of being understood and an acceptance that you might agree to disagree.

**YOUR WAY**

Always remember that differences and conflict, while not always pleasant, are a fundamental part of life. They are inevitable from time to time but if managed well are often simply the mechanism which allows us to get over a particular difficulty and to move on positively.

**MY WAY**

*God Bless you  
Roni Abraham  
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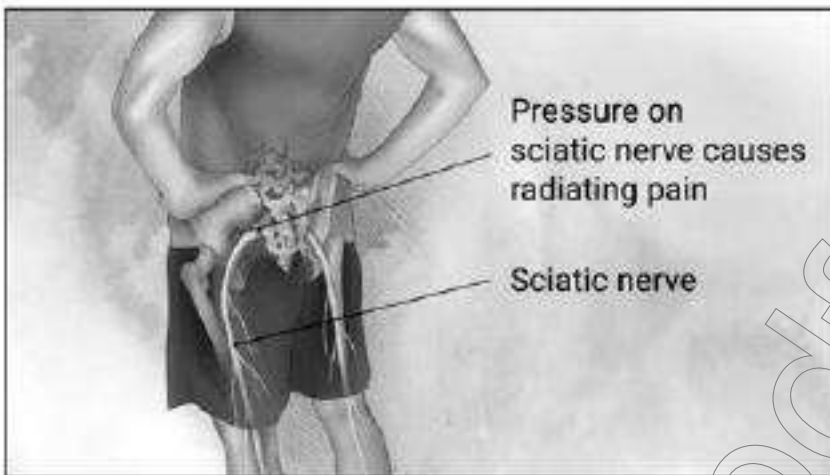
# Health Zone



## SCIATICA: THE NERVE PINCHING ANOMALY

### What is sciatica?

Sciatica is pain in the lower extremity resulting from irritation of the sciatic nerve. The pain of sciatica is typically felt from the low back (lumbar area) to behind the thigh and can radiate down below the knee. The sciatic nerve is the largest nerve in the body and begins from nerve roots in the lumbar spinal cord in the low back and extends through the buttock area to send nerve endings down the lower limb. The pain of sciatica is sometimes referred to as sciatic nerve pain.



### What are causes of Sciatica?

Sciatica might be a symptom of a "pinched nerve" affecting one or more of the lower spinal nerves. The nerve might be pinched inside or outside of the spinal canal as it passes into the leg.

### Conditions that cause Sciatica:

- A herniated or slipped disc that causes pressure on a nerve root — This is the most common cause of sciatica.
- Piriformis syndrome — This develops when the piriformis muscle, a small muscle that lies deep in the buttocks, becomes tight or spasms, which can put pressure on and irritate the sciatic nerve.
- Spinal stenosis — This condition results from narrowing of the spinal canal with pressure on the nerves.
- Spondylolisthesis — This is a slippage of one vertebra so that it is out of line with the one above it, narrowing the opening through which the nerve exits.

Aside from a pinched nerve from a disc, other causes of sciatica include irritation of the nerve from adjacent bone, tumors, muscle, internal bleeding, infections in or around the lumbar spine, injury, and other causes. Sometimes sciatica can occur because of irritation of the sciatic nerve during pregnancy.

### What are sciatica symptoms?

Sciatica causes pain, a burning sensation, numbness, or tingling radiating from the lower back and upper buttock down the back of the thigh to the back of the leg. The result is lumbar pain, buttock pain, hip pain, and leg pain. Sometimes the pain radiates around the

hip or buttock to feel like hip pain. While sciatica is often associated with lower back pain (lumbago), it can be present without low back pain. Severe sciatica can make walking difficult if not impossible. Sometimes the symptoms of sciatica are aggravated by walking or bending at the waist and relieved by lying down. The pain relief by changing positions can be partial or complete.

### How do health-care professionals diagnose Sciatica?

A complete medical history, including a review of your symptoms, and a physical exam can help the health care provider diagnose sciatica and determine its cause. For example, he or she might perform a straight-leg-raise test, in which you lie on your back with your legs straight. The health care provider will slowly raise each leg and note the elevation at which your pain begins. This test can help pinpoint the affected nerves and determine if there is a problem with one of your discs.

Other diagnostic tests might be performed to look for other causes of sciatic pain. Depending on what your health care provider finds, he or she might recommend further testing. Such testing might include:

- X-ray to look for fractures in the spine
  - Magnetic resonance imaging (MRI) or computed tomography (CT) scan to create images of the structures of the back
  - Nerve conduction velocity studies/electromyography to examine how well electrical impulses travel through the sciatic nerve
  - Myelogram using dye injected between the vertebrae to determine if a vertebra or disc is causing the pain
- However, most patients with sciatica can be treated without the need for further diagnostic testing.

### What are treatment options for Sciatica?

The goal of treatment is to decrease pain and increase mobility. Treatment most often includes rest (on a firm mattress or on the floor), physical therapy, and the use of medicine to treat pain and inflammation. A customized physical therapy exercise program might be developed.

**Medicine** — Pain medicines and anti-inflammatory drugs help to relieve pain and stiffness, allowing for increased mobility and exercise. There are many common over-the-counter medicines called non-steroidal anti-inflammatory drugs (NSAIDs). They include aspirin, ibuprofen (Motrin, Advil), and naproxen (Naprosyn, Aleve).

Muscle relaxants, such as cyclobenzaprine (Flexeril), might be prescribed to relieve the discomfort associated with muscle spasms. However, these medicines might cause confusion in older people. Depending on the level of pain, prescription pain medicines might be used in the initial period of treatment.

**Physical therapy** — The goal of physical therapy is to find exercise movements that decrease sciatic pain by reducing pressure on the nerve. A program of exercise often includes stretching exercises to improve flexibility of tight muscles and aerobic exercise, such as walking.





# Health Zone



The therapist might also recommend exercises to strengthen the muscles of your back, abdomen, and legs.

**Spinal injections** — An injection of a cortisone-like anti-inflammatory medicine into the lower back might help reduce swelling and inflammation of the nerve roots, allowing for increased mobility.

**Surgery** — Surgery might be needed for people who do not respond to conservative treatment, who have progressing symptoms, and are experiencing severe pain.

**Surgical options include:**

- **Microdiscectomy** — This is a procedure used to remove fragments of a herniated disc.
- **Laminectomy** — The bone that curves around and covers the spinal cord (lamina), and the tissue that is causing pressure on the sciatic nerve are removed.

Many people believe that yoga or acupuncture can improve sciatica. Massage might help muscle spasms that often occur along with sciatica. Biofeedback is an option to help manage pain and relieve stress, which can affect your ability to cope with pain. These are referred to as alternative therapies.

**How long does Sciatica last?**

The duration of sciatica is critically dependent on its cause. A disc herniation, back sprain, shingles, and degenerative lumbar spine can all cause temporary forms of sciatica, lasting from days to weeks. Each can also cause chronic sciatica. Sometimes degeneration of the lumbar spine and discs can cause chronic sciatica that persists unless a surgical intervention is performed.

**Are there home remedies and exercises for Sciatica?**

Keys to the management of acute sciatica include relief of pain and relaxing associated muscle spasms. Home remedies include heat and cold pack topical administration, over-the-counter pain medications such as acetaminophen (Tylenol), naproxen (Aleve), ibuprofen (Advil, Motrin), and aspirin, and gradual exercises and stretching. Exercises and stretching can sometimes best be guided by physical therapists.

**Preventing Sciatica?**

Some sources of sciatica are not preventable, such as degenerative disc disease, back strain due to pregnancy, and accidental falls.

Although it might not be possible to prevent all cases of sciatica, you can take steps to protect your back and reduce your risk.

Practice proper lifting techniques. Lift with your back straight, bringing yourself up with your hips and legs, and holding the object close to your chest. Use this technique for lifting everything, no matter how light.

- Avoid/ stop cigarette smoking, which promotes disc degeneration.
- Exercise regularly to strengthen the muscles of your back and abdomen, which work to support your spine.
- Use good posture when sitting, standing, and sleeping.

Good posture helps to relieve the pressure on your lower back.

- Avoid sitting for long periods.

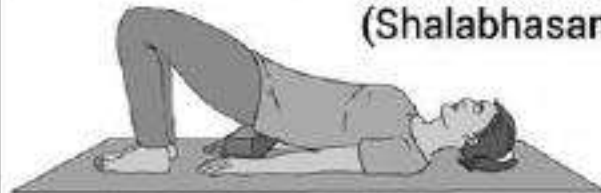
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Source: intellectdigest.in

# 6 under-rated Bollywood movies that everyone must watch!

Every year we flock to multiplexes to catch our favorite stars do the same old slapstick formula movies, over and over again. And mind you, they never disappoint us because they deliver exactly what they promise - hopeless masala movies!

However, every now and then, there comes some quality cinema to bring the sanity back in our life. And there's no dearth of such quality movies in Bollywood either. It's just that we don't get to hear much about them because of the marketing gimmicks of mainstream commercial movies, which these underrated ones can't generally afford.

Here's a list of 6 such films which will satiate your desire for quality cinema:

## Filmistaan (2014)

Filmistaan is the story of a filmy man from India who is mistakenly kidnapped and made to

cross the border while shooting a film. Even when he's being held hostage in Pakistan, his only hope for survival is Hindi films. This film received a National Film Award for Best Feature Film in Hindi.

## Monsoon Wedding (2001)

This film, directed by Mira Nair, has gained a cult status over the years. Set in the backdrop of a wedding, this film highlights different characters and their stories. Issues like child abuse are also dealt with in the film. The film won the Golden Lion at the Venice Film Festival.

## Phas Gaye Re Obama (2010)

This satire directed by Subhash Kapoor stars Rajat Kapoor and Sanjay Mishra. The film is about a near-bankrupt American who is kidnapped by desperate gangsters in India.

## Ankhon Dekhi (2013)

Ankhon Dekhi, directed by Rajat Kapoor, is a bittersweet tale of a man who has an epiphany and decides that he will only believe what he sees with his own eyes. Sanjay Mishra has given a flawless performance in this one as the patriarch of a middle class family living in Old

Delhi

## Khosla Ka Ghosla - 2006

Khosla ka Ghosla is a comedy drama film directed by Dibakar Banerjee, starring Anupam Kher and Boman Irani, Parvin Dabas, Vinay Pathak and Ranvir Shorey. The film is about a middle class man, Kamal Khosla whose land is grabbed by a goon named Khurana. In a bid to retrieve their land, Khosla's son Cherry and his friends step in armed with a clever plan to fool the crook.

## Shahid (2013)

Shahid is a biographical film based on the life of lawyer and human rights activist, Shahid Azmi. The film focuses primarily on the lawyer's two major cases: the 2006 Mumbai train bombings and the 2008 Mumbai attacks. This film won the National Film Award for Best Actor (Rajkumar Rao) and Best Director (Hansal Mehta) at the 61st National Film Awards ceremony.



# HEAD FOR THE HINTERLANDS



It is that time of the year when rains are gone, skies are clear and we all await winters with cool breezes, misty mornings and festivals marked on our calendars. Also, it is that period when we plan vacations to seek a break from daily routine and unwind ourselves. If you are planning any such outing, you can definitely give a second thought to some of the spots listed below that may fill your vacation with adventure without compromising on the desired solitude.

**1. Purushwadi**, which is situated about 200 km from Mumbai is a small village inhabited by the Koli tribes. One of the least explored places in Maharashtra, this village is a perfect getaway for those interested in getting a closer glimpse of the local culture and rural lifestyle.

**Activities –**  
• Trekking

• Nature walks  
• Temple tour  
• Performing daily village chores like pounding rice, grinding spices, ploughing & weeding fields and even collecting water from the well.

**2.** About 160 km from Mumbai, **Kundalika** is an immaculate river that passes through thick forests and rice fields settled amidst the beautiful Sahyadri Ranges. Overflowing water from dams and hydroelectric projects join the river on its way to the Arabian Sea that makes it ideal for numerous adventure sports, attracting hundreds of adventure junkies.

**Activities –**  
• River rafting, Kayaking  
• Camping on the shores of the river

**3.** Situated at the west Maharashtra Konkan coastline, **Karde** is one of the cleanest and secluded beaches in Maharashtra. Around 275 km from Mumbai and 13 km from Dapoli, Karde is an adorable spot if you are looking for a peaceful weekend. With very less visitors dropping in, one can also indulge in some water sports here while relishing the delicious sea food.

**Activities –**  
• Dolphin watch ride  
• Parasailing

• Jet Ski rides, Banana rides and Bumper rides

**4.** A hill station nestled in the Sahyadri ranges of Maharashtra, **Bhandardara** possesses a scenic beauty surrounded by high mountains. It is 117 km from Mumbai and a perfect getaway for a peaceful weekend.

**Activities –**  
• Trekking at Mount Kalsubai, Ratnagad fort.  
• Sight-Seeing  
• Angling  
• Boating at Arthur-Lake

**5.** **Serene eco-village** is a man-made forest which is just 45 kilometres away from Pune. It is a perfect escape if you are looking forward to indulging yourself in a bit of organic farming. Eco-village hosts around 50,000 trees and at least 1,000 species across the land

**Activities –**  
• Organic farming  
• Trekking in lush green forests

## WHAT TO WATCH - PART I

For all those who feel negative about the content of Indian feature films of today's times, here is a list of some thoughtfully crafted Indian short films for you all to watch.



**• Kheer**  
Starring the veteran Anupam Kher, this Valentine's Day Special short film makes one believe that irrespective of the age, one can find love. Directed by Surya Balakrishnan, the film was released by YouTube channel Terribly Tiny Talkies and also stars actor Natasha Rastogi. The film is as sweet as the title and is almost 7 minutes long.



**• Bombay Mirror**  
This 3 minute short film will forever change your view on fanaticism. Directed by Shlok Sharma starring Rajkumar Rao and Vijay Maurya, this mind-blowing film shows how anyone can go from secular to

communal just in a matter of minutes. It shows the unpredictability of the human behaviour.



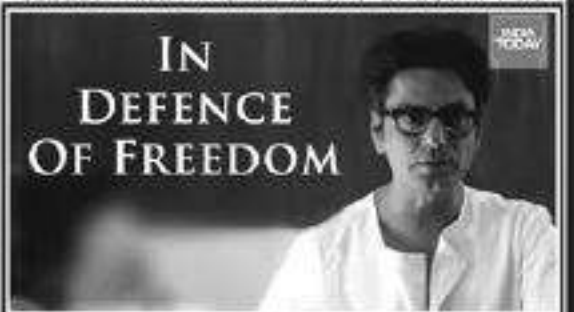
**• Taandav**  
To know what this 11 minute short film has in store for you, all it takes is to watch it on YouTube. And trust me, this will surely bring a smile on your face. Starring the extra-ordinary Manoj Bajpayee, this film teaches us how to take life as it comes, disregarding the turbulences and emerge as a winner.

**• Visa**  
A Pakistani couple trying to flee their country in search of a better, safer life is what this short film is all about. It highlights the plight of



several immigrants worldwide who flee to find a peaceful and safer life. Starring Shweta Basu Prasad, Ishaan A Khanna and Delissa Mehra; and directed by Manish Rahatkar, 'Visa' will surely make you feel sympathetic towards the life of the illegal immigrants.

**• In Defence of Freedom**  
Saadat Hasan Manto is one of South Asia's



most celebrated writers. He left a lasting impact on South Asian literature and his influences is not only limited to India and Pakistan but also beyond these two countries. 'In Defence of Freedom', a 6 minute short film, is directed by Nandita Das and stars the most notable actor Nawazuddin Siddiqui playing the role of Manto.

Watch out for this space in the next edition to know some of the best Foreign Short Films.

**Sources:** [indiatoday.in](http://indiatoday.in), [whatashort.com](http://whatashort.com), [thestylesymphony.com](http://thestylesymphony.com), [Hindustan times](http://Hindustan times), [thenewsminute.com](http://thenewsminute.com), [thedigitalhash.com](http://thedigitalhash.com)



## Guest Column

**MR. SUBRAT KULSHRESTHA**  
- Marine Lawyer



### LEGAL ASPECTS OF HANDLING MARINE INSURANCE CLAIMS

*(In continuation to earlier article of 1st October, 17 edition)*

Anghelators V. Northern Assurance Co (The Olympia) (1924) 19 Ll. L. Rep. 255, per Lord Bickenhead at pp.256 - 257.

"The circumstances of the war led to a very great inflation of the value of all kinds of tonnage. The year which immediately followed maintained those high prices. The later years which followed were marked by an equally rapid deterioration in the value of every kind of tonnage. The result has been evident in other branches of our life, and not less evident in the law Courts, for there have come before the Courts a series of cases in which the allegation has been made that persons have willfully destroyed, or in the current expression, scuttled their ships, having previously taken the precaution to insure in order that they might receive, instead of a valueless ship, the price of that ship as appraised at the period of highest inflation."

Features common to cases of this kind:

- financial loss in the shipping operation
- losses in similar incidents and suspicious circumstances where the assured had sinister motives : water coming into the ship from some undiscovered cause, fine weather, a comfortable distance from shore, boats easily launched, and the crew safely landed after a pleasant night's sail.

In the *Gold Sky* [1972] 2 Lloyd's Rep. 187, the Court accepted evidence from the salvage tug, whose offer of assistance was declined by the third engineer and the master it was evident that both wished their ship to sink and deliberately kept the salvors off so that she might sink, giving rise to the inference that the entry of sea water was not fortuitous and they so acted in accordance with the plaintiffs' general instructions. It was held that although the insurers had not proved beyond reasonable doubt that the ship was scuttled, the plaintiffs had not discharged the burden upon them of proving, on balance of probabilities that the loss of their ship was fortuitous, and therefore their claim failed.

If the court is left in doubt as to the real cause of the loss after examination of the evidence, the end outcome is that the assured has failed to prove its case "on balance of probabilities."

"A judge confronted with two rival theories both of which he regards as extremely improbable, or one of which he regards as improbable and the other of which is virtually impossible, should carefully bear in mind and consider carefully in his judgment that the third alternative, namely that the evidence leaves him in doubt as to the cause of the aperture in the ship's hull which admits into her sufficient water to make her sink, and that in those circumstances the assured has failed to discharge the burden of proof which is on them:" the *Popo M* [1985] 2 Lloyd's Rep.1.

There, the insured ship as a whole and the shell-plating in particulars were in a wasted condition. During a voyage through the Mediterranean the ship sank in good weather and calm seas as the result of water entering through large hole in the shell-plating and flooding the engine-room and two after holds. The assured contended that the proximate cause was a collision with a submerged submarine, to which the underwriters countered that the prolonged wear and tear of the hull resulted in the shell-plating opening up under the ordinary action of wind and waves without any collision. The ship could not be examined because she had sunk in deep water. The House of Lords held that where an assured alleged total loss by a peril of the sea, the burden of proving that such peril (collision with a submerged submarine) was the real cause of the loss was in the entire process on the assured, even if the insurers chose to advance another explanation for the loss dependent on an exclusion clause (ie wear and tear; sinking in the face of calm weather and seas). Once it had been shown that the ship had been sunk through water entering through her shell-plating, the burden of proof had been on the assured to show with particularity what peril of the seas (which was to be relied upon) could be demonstrated to have created the hole. Where the court found two theories put forward as the proximate causes of the loss-that one preferred by the insurers as virtually impossible-and the other by the assured as extremely improbable- the court would not be justify in drawing the inference in favour of a loss by perils of the sea. The correct conclusion would be that the true cause was in doubt, and that therefore the assured had failed to discharge the burden of proof placed on them.

- In ordinary circumstances an insurer who wishes to rely on an exception clause must prove that the loss is due to an excepted peril.
- Where the insurer disputes liability on the policy on the ground of a breach of the warranty, the onus is on the insurer.
- The court may also draw inference from overwhelming evidence pointing on way, especially where it is absolutely and totally deprived of any possible alternative facts which could counter such evidence: *Macbeth v. King* (1916) 115 LT 221. There the ship was insured against "all perils of the seas, loss in consequences of hostilities and warlike operations excepted." The ship was on a voyage and was never seen again after the pilot disembarked. In view of the fact that the seas in which she was sailing were rendered dangerous owing to mines from English minefield having got adrift, or the presence of German mines or submarines, the court drew the inference that the ship was lost in consequence of the exempted peril.

To be continued.....  
(If required, you can directly mail him at [subrat@bhlegalease.co.in](mailto:subrat@bhlegalease.co.in))

# MASTER CLASS ON IMDG CODE 38TH AMENDMENT



**The** office of CMMI (The Company of Master Mariners

of India) conducted yet another Master Class on 14th & 15th October, 2017. The faculties for the sessions were, **Mr. Shashi Kallada, Consulting & Training- Dangerous Goods by Rail, Road, River & Sea** and **Dr. Sanjay KR. Chattopadhyay, Additional Director, Prof. & Head, Indian Institute of Packaging (R&D Division)**. The session was inaugurated by **Capt. L. K. Panda, Ex-Nautical Advisor to the Government of India**, in the presence of the Master of CMMI **Capt. Philip Mathews**, Deputy Master **Capt. B. K. Jha** and Chief Executive Officer **Capt. Harjit Singh**.

The primary topics covered during the sessions were the basics of IMDG Code and its 38th Amendment. IMDG code lays down the regulations for transportation of Dangerous Goods in collaboration with MARPOL and SOLAS. STCW also lays down the requirement of training for handling Dangerous Goods. The objective of IMDG Code is "to enhance the safe carriage of dangerous goods while facilitating the free unrestricted movement of such goods".

Mr. Kallada explained the basic process for transportation of dangerous goods, as stated by IMDG Code which is as follows:

1. Classification
2. Packing, marking & labelling
3. Containerization
4. Placing placards
5. Documentation
6. Haulage
7. Destuffing and removal of placards

He also highlighted the fact that the stevedores and other employees of shore side have to mandatorily undergo 4 types of training – General Awareness, Function Specific, Security and Safety.

The speaker brought to light the point of using appropriate legal terms in the IMDG Code and also knowing the meaning of each. For e.g. the word 'Shall' means the regulations stated are 'Mandatory', 'Should' means it is 'Recommendatory' and 'May' means it is 'Optional'.

During the sessions, the different classes of Dangerous Goods were also discussed at length. They are as follows:

- Class 1-Explosives
- Class 2-Gases
- Class 3-Flammable Liquids
- Class 4-Flammable Solids
- Class 5-Oxidizing substances & organic peroxides

- Class 6-Toxic and infectious substances
- Class 7-Radioactive substances
- Class 8-Corrosive substances
- Class 9-Miscellaneous dangerous substances & environmentally hazardous substances

These classes individually are further bifurcated into 3 groups based on the packing required for each goods.

Mr. Shashi stated that a master of the vessel must accept the cargo only if they abide by the IMDG Code. If the master accepts any non-abiding cargo, the port authorities have the right to penalize the master of the vessel.

Various other topics covered during the two-day sessions are:

- Marking and placarding of containers and tanks
- Segregation inside containers
- Limited and expected quantities
- Dangerous goods in reefers and jettison cargo
- Dangerous goods declaration
- Dangerous goods manifest and document of compliance
- UN Performance testing and certification of packaging
- Stowage and segregation on containerships with closed cargo holds and hatchless containerships
- Emergency response procedures for ships carrying dangerous goods
- Medical first aid guide for use in accidents involving dangerous goods.



This session saw a unique phase of holding an examination for the attendees after the customary Question & Answer Round. The examination was conducted to know the level of understanding of topics discussed among the attendees.

Post the sessions, the attendees were handed-out certificates of participation as an acknowledgment of being present. A concluding note was presented by the Master of CMMI Capt. Philip Mathews.

It is hoped that this sustained efforts by CMMI of conducting such classes proves to be highly beneficial to the professionals who get to enhance their learnings and understandings on various topics.

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- ◆ Third Engineers and Gas Engineers
- ◆ Electrical Officers

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# YOUR FORECAST

The future belongs to those who believe in the beauty of their dreams



- BY RANI

## Aries (Mar 21 - Apr 19)

Not really wishing to go in to work, as the week begins. Blame the Monday blues, which you got from Moon's placement in the dual natured Sign Pisces. Much action is not foreseen, as you may be in a mood to just relax. Well, take it easy for a day - listen to your favorite music, and work only as much as your mind allows you to. Days to come will be great for finding your passion. Give vent to your creative energies, and indulge in active hobbies like dance, sports etc. as these will clear your mind. However, you may still be unsure about the direction you are moving in. So, go slow, suggests Readings.

## Taurus (Apr 20 - May 20)

The week may begin on an unexciting note as Monday blues are likely to bog you down. Moreover, Moon in Pisces, in the eleventh House will make you passive with a laid back attitude towards work. An outing with dear ones or a shopping activity may help to unwind and recharge. No major gains are foreseen on business and professional front. However, minor profits here and there will be enough to grease your business, leaving you satisfied for the day. Employees will continue to fare well at tasks assigned to them, even in hostile work conditions. Science students will be the usual studious kinds, fulfilling academic commitments. Health does not give you a chance to complain.

## Gemini (May 21 - Jun 20)

How you wish to shrug-off your responsibilities and relax for a day! And you will go to a great extent to fulfill this wish. You may arrange a party and invite your friends/colleagues over to have a good time and bring back the spark in you. A great cosmic status indicates lucrative monetary gains. However, professionals are likely to come across hurdles in their daily course of action. Unexpected issues/glitches are likely to delay your work, making it difficult for you to meet the deadline. Graduation students will feel charged-up and be in sync with their studies. However, post-graduation students may be distracted by irrelevant matters and lose concentration, observes Readings.

## Cancer (Jun 21 - Jul 22)

Peaceful environment of a religious place/shrine is likely to uplift your mood. You may be at your spiritual best seeking blessing of deity and chanting mantras. After returning from the pilgrimage, work and related activities are likely to keep you on toes. Planetary changes may show you an alternative to earn money. However, getting lured by the quick, short-term gains may prove risky during this phase. Businessmen and professionals may benefit from lucrative monetary gains. Final year students will need to prioritize their studies to score good marks. Higher education students, though, will make satisfactory progress, says Readings. Those who are committed can take their relationship to the next level.

## Leo (Jul 23 - Aug 22)

Confirmed relationships may face the wrath of time as they may go through their share of challenges. Unperturbed, you may want to channelize your energy in a positive way and focus on relevant matters. Being emotional does not help, and you have realized that. Stay calm and make the best of opportunities coming your way. Employees may feel sidelined for not being given the right platform to showcase their inherent ability; don't lose hope, says Readings. Couples who are planning to extend their family are likely to get due support from the planets above. On the financial front, there may be a need to make provision for family's secured future. Health wise, it's going to be a peaceful week.

## Virgo (Aug 23 - Sep 22)

You may come across an opportunity or a great deal. Confused about it, you may let it go, regretting about it later. In days to come, you may be in a passive mood, not willing to pay heed to your responsibilities. Jupiter and Mercury in company of Sun in the third House may facilitate opportunity to gain financially. The phase boosts academic progress of those pursuing basic as well as higher education. In order to avail more pocket money, some students may take up part-time assignments, but lose focus in studies, observes Readings. Singles need to voice out their opinion as they may be pressurized to either reveal their choice of partner or select the one chosen by the family to tie knot and get settled. You will have no major illness that will cause anxiety. You may be affected by a minor health issue. However, do not neglect the same and take due remedial measures promptly for good. You will be healed soon by the benevolent healer, the Jupiter.

## Scorpio (Oct 23 - Nov 21)

Here most of the planets are perfectly aligned to support you for enhancing your prospects. However, Saturn, posited in the second House, may affect your financial position. Unexpected expenses and impulsive decisions related to money can cause a major blow to the finances. As Readings advises, be overly cautious while handling monetary matters and take decisions considering pros and cons. On the domestic front, matters need to be handled with due delicacy. Be tactful in ironing-out differences, to maintain harmony. Academically, the week fares well for students pursuing basic & higher education as they may be able to grasp things easily and concentrate well on studies, feeling satisfied about their progress.

## Sagittarius (Nov 22 - Dec 21)

Yet again, Monday blues seem to have caught you. So, you may do what relaxes you in the best way: invite friends over and indulge into cozy conversations! Work-related responsibilities do not seem to bother you, at least during the beginning of the week. Meanwhile, you may be emotionally hurt by rude behavior of someone very close. Undeterred by the disturbance, you may be in a cheerful mood with a positive frame of mind, due to the direct influence of Mars and Venus. This planetary alignment will even encourage students of arts and commerce to learn and grasp new concepts quickly. As foreseen, it's time to take your hobbies like dance, drama or music to the next level.

## Capricorn (Dec 22 - Jan 19)

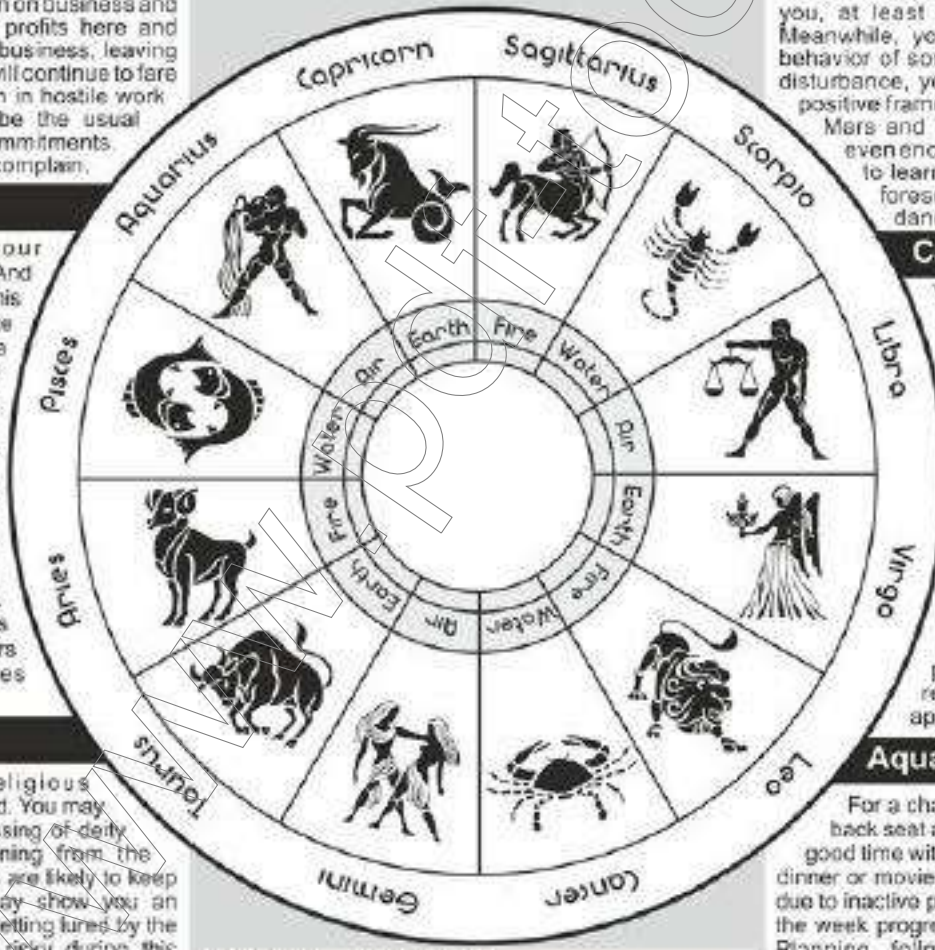
You are in a mood to shrug off your responsibilities and stay away from work-related worries for a day. You may choose to chill at a coffee shop or indulge in an exotic spa therapy to relax and unwind. Your passive mood is mainly due to the presence of Moon in the watery Sign Pisces. However, you will be your usual self, bursting with energy and waiting to materialize your thoughts into actions. As the week progresses towards the end, businessmen and professionals can expect a peak in their work, leading to monetary gains. Influences of malefic will make you prone to falling ill. Keeping this in view, remain watchful about symptoms of approaching trouble.

## Aquarius (Jan 20 - Feb 18)

For a change, work-related activities may take a back seat as you are in a mood to relax and have a good time with your family. You may bond over lunch, dinner or movie outing and feel ecstatic. This is mainly due to inactive planets in the cosmic chart. However, as the week progresses, you will be seen back in action. Planning, following orders, delegating work, and implementing creative ideas may keep you busy. Jupiter has now entered the state of combustion, which reduces its intensity. Hence, you may feel a financial crunch if you do not prioritize your spending. According to Readings, lovers may spend a good time knowing each other and making memories.

## Pisces (Feb 19 - Mar 20)

Although a new week has begun, you may be stuck in the weekend mode. You may not be willing to take responsibilities as Monday blues eclipse over your mind. However, things get back to normal, once the week progresses. News of encouraging returns from the investments made earlier is enough to wake you up from the slumber. Mars and Venus in own Sign over Moon transiting through fiery Sign Aries, seem to have done the trick to push you ahead on the road to progress. On the financial front, you may need to work a bit in order to increase monetary provision for your family. Readings foresees yet another good weekend in the offing.



## Libra (Sep 23 - Oct 22)

Perfect alignment of planets seems to be favoring you and pushing ahead your prospects. In the beginning, though, you may be in no mood of action; blame it on the Monday blues. But, as the week progresses, you shall channelize your energy in the right way, which may give you fruitful results. For employees, it is a good time to change job for better prospects. Jupiter now having entered state of combustion, you may feel bit stretched in matters related to finance. Your resources of income may get scarce, and hence, the inflow of money may decrease. For now, refrain from taking major financial decisions. Businessmen in foreign trade and professionals handling offshore projects may need to travel abroad to strike a deal. As Readings says, be specific about details and payments to avoid confusion in future. Work related stress may affect your health adversely here. Take out time to relax and refresh for remaining physically fit and mentally agile. Waking up early with the sunrise can enrich your health.

(Disclaimer: The information and astrological interpretations in this magazine are purely for recreational reading. They are not meant to replace intelligent decision making on behalf of the reader, nor assume responsibility for the reader's life choices.)



# Guest Column



**Capt. Ajay Achuthan**

## Ship To - Ship Transfer

Technical(x) Behavioural(✓) Spiritual(✓)

### What is Spirituality Leadership?

To understand Spirituality Leadership it is first important to understand what not spirituality leadership is. This answer is given in the next question.

Spirituality leadership is an inward & intuition based thought leadership and being possibility whilst achieving purposes, driving processes & leading people. It is an inside-out approach to performance. It is about Servant Leadership, meaning a person/team serving a higher purpose. It deals with reality beyond mind & matter.

### What is not Spirituality Leadership?

Spirituality leadership it is not about:

- A. Spiritual leaders
- B. Spiritual leadership
- C. Spirituality leader
- D. Religion
- E. Mesmerising people that I am great and you need to bow, obey and follow

### What is Spirituality leadership based on?

Spirituality leadership is based on:

- A. Commitment to a purpose in life which is bigger than the "self"
- B. The ability of that individual and/or team to be present consistently on that purpose
- C. The ability of that individual and/or team to be aware & conscious under each and every situation (Mindfulness)
- D. The ability of that individual and/or team to bounce back given adverse situations (Resilience)
- E. The ability of that individual and/or team to create and work under conditions of Detachment (Egoless and with Humility)

F. The ability of the individual and team to go beyond Transformational leadership

G. The ability for that individual and/or team to access Intuition as a resource, which incidentally is beyond the realm of wisdom

### How is it different from Charismatic Leaders?

Whilst leadership is about being on purpose, e.g. eradicating poverty, connecting 2 cities, getting & staying married, etc., a leader is about a person. A Charismatic leader is a person who can create leaders in any situation. All Charismatic leaders demonstrate the competency of spirituality leadership.

### Why is the word 'Leadership' used and not 'Leader'?

Great achievements are based on Clarity of Purpose, defined Processes and Motivated persons who execute the required functions and tasks and monitor and take corrective actions to achieve purposes.

Leadership here refers to Purpose, Leading refers to the Process and Leader refers to the Person(s).

Every person needs to be clear of the purpose he is subjecting himself and his team to. The Leader and team serve the purpose, i.e. servant leadership.

### What are the different types of leadership?

There are different types of leadership:

- A. Based on personality we can classify them as Autocratic, Democratic and Laissez Faire
- B. Based on communication styles we can classify them as transactional and transformational
- C. Based on Being ... a Spiritual being with a human experience.. we have called it Spirituality leadership

The competency of Being is achieved by understanding and practicing oneself as a possibility.

### What Can I achieve with Spirituality leadership?

Anything and everything in our lives that we invent as a possibility, can be achieved with spirituality leadership. It is important though, when working with teams and teamwork, each and every one is aligned to the purpose. Each one is a leader with differing responsibility, authority and accountability.

There is a famous Japanese example of Spirituality leadership. A person who was in charge of keeping the toilets clean was asked by a visitor as to what drives him to ensure that he cleans up the toilet after each and every user completes his work, and that he keeps it spotlessly clean? He retorted that I am a business owner.

It confounded the listener till he went on to explain": You see you are a foreigner who has come to do business with our company. You will invariably use the toilet before, during or after the business meetings. When you come to a clean toilet, you will go happy and this will help you make wise decisions, and most probably in favour of our company. So, I am running the business affairs of our company, but in a different way.

## NEWS UPDATE FOR ONBOARD CREW



### CUT GST FOR RESTAURANTS, SMALL BUSINESSES: PANEL

A panel of state finance ministers suggested fresh changes to the Goods and Services Tax (GST), including a cut in the levy at restaurants and a flat 1% tax for small traders, manufacturers and eateries that opt for the less onerous composition scheme.

According to sources the panel of five state finance ministers has suggested a flat 12% GST for standalone restaurants, whether air-conditioned or not, and an 18% levy at eating joints located inside hotels. While standalone restaurants will not enjoy the benefit of input tax credit, those with 18% tax will be entitled to take credit for taxes paid by their suppliers.

Currently, restaurants frequented by the middle class face 18% GST.

While the overall incidence was expected to be lower with the gains of input tax credit eaten up by the restaurants, the levy is seen to be detrimental for consumers. The respite on composition scheme will also lower the burden for smaller eateries, which currently attract 5% tax under composition scheme.

The scheme, which also applies to traders and manufacturers with annual turnover of Rs. 20 lakh to Rs. 1 crore, comes with a flat rate of tax and a much lower compliance burden where only the sales details have to be disclosed with no requirement to file detailed

returns with invoices. In addition, the returns have to be filed on a quarterly basis.

Unlike restaurants, the tax burden on traders (1%) and manufacturers (2%) is lower.

For traders, there will be two options. Those who are willing to pay tax on their total turnover, which includes revenue from the sale of exempted goods (such as unbranded flour or dal) and non-exempted items, will pay 0.5%. But those who take the pains to segregate income from the non-exempted products will have to pay 1% tax on the sale of these goods.

While a final decision will be taken by the GST Council, comprising union and state FMs, early November 2017, the move by the panel is seen to be another attempt to assuage small businesses which have been complaining bitterly about GST as many of them were out of the tax net till the new regime kicked in on July 1.

The group of ministers comprising finance ministers Hemanta Biswa Sarma (Assam), Sushil Modi (Bihar), Haseeb Drabu (J&K), Manpreet Badal (Punjab) and Amar Aggarwal (Chattisgarh) has also suggested that the composition scheme be extended to interstate sale of goods and services but no input tax credit will be available as was suggested by some states.

### CATALONIA DECLARES INDEPENDENCE AS SPAIN PREPARES TO IMPOSE DIRECT RULE

Catalonia declared independence from Spain less than an hour before a vote in the country's Senate gave Madrid the power to seize the region's autonomous powers.

The vote in the regional parliament followed a tense week of last-ditch negotiations between Madrid and Barcelona. Seventy of 135 Catalan deputies voted for independence, with 10 opposed and two blank ballot slips.

Opposition lawmakers had walked out of the chamber ahead of the vote in protest. Rounds of applause broke out in the chamber as members of the parliament hugged and shook hands.

Thousands of people watched the voting process and the counting live on big screens outside Catalonia's parliament in Barcelona, and cheered and danced after the motion was passed. The motion calls for beginning of independence process that includes drafting Catalonia's new top laws and opening negotiations "on equal footing" with Spanish authorities to establish co-operation.

Catalan president Carles Puigdemont had ruled out calling a snap election, thought to have been a potential way of defusing tension with the central government.

Mr. Puigdemont said he had not received sufficient guarantees that Madrid would hold off on its attempts to take control of the region.

Spain's Prime Minister, Mariano Rajoy, tweeted immediately after the vote calling for calm. He said the rule of law would be restored in Catalonia.

Spain's senate voted shortly after the Catalan independence vote,

to trigger Article 155 of the constitution and allow the imposition of direct rule. The vote will give Madrid the authority to govern Catalonia in the first direct intervention by central authorities in the affairs of one of the country's 17 autonomous areas.

Mr. Rajoy will have the power to sack Mr Puigdemont and his cabinet among other measures. Mr. Rajoy is understood to be planning immediately to enact the Article 155 provisions during an urgent meeting.

The crisis stems from an independence referendum, held earlier in October 2017, that Spanish judges had declared unconstitutional. Before it went ahead Madrid authorities confiscated ballot papers and closed polling stations, with clashes erupting in the streets.

An overwhelming majority of those who did vote favoured secession, but turnout was low and there is a substantial section of the Catalan population that wants to remain a part of Spain.

Following the independence vote, European Council president Donald Tusk said "nothing changes" for the EU, adding it would continue only to deal with the Madrid government.

Mr. Tusk urged Spain to favour "force of argument, not argument of force" in addressing the independence declaration.

The United States said Catalonia was an "integral part of Spain" and that it supported Spanish government efforts to keep the nation "strong and united."

State Department spokeswoman Heather Nauert said the two NATO allies "cooperate closely to advance our shared security and economic priorities."

## WILL NOT ROLLBACK GST, BUT OPEN TO INCORPORATE CHANGES: PM MODI

**F**aced with the Opposition's criticism of demonetisation and GST, Prime Minister Narendra Modi struck a defiant note saying he was prepared to pay any price but won't take his foot off the reforms pedal.

"The government would make changes to better the system, and whether we remain or not, we will not let the nation be ruined," Modi said. "There would be no rollback of the mega reform move," Modi said, and slammed the Congress saying that the previous UPA government was only familiar with "atkana" (creating hurdles), "latkana" (dragging) and "bhatkana" (misdirecting) the people.

Modi's remarks came against the backdrop of the Opposition plan to raise the political ante over demonetization and GST, and leverage unrest in certain quarters over the twin measures as a stick to beat BJP with in Gujarat elections.

His comments were the second refutation of the speculation in certain quarters that criticism of GST had pushed the PM on the back foot, and that he would try to scatter the authorship of the reform across the political spectrum.

Congress has already declared it would hold protest on the anniversary of demonetization on November 8, 2017. The BJP, taking cue from PM, has said it would celebrate the anniversary of demonetization as anti-black money day.

Modi also said implementation of GST was a collective decision of all political parties and was largely accepted by the business community.

"There are some errors that need to be rectified and we are open about it," he said. "We are open to incorporate suggestions and make changes to better the system."

Modi said the business community was gradually accepting the move. "Earlier, many businessmen used to transact without receipts and accounts. Now they are realizing that it was wrong and are thinking in the interest of the nation," he said.

The PM allayed fears of the business community about a hike in taxes and said: "Some babus are threatening to enhance the tax in the coming years and reopening their old transactions. I assure the business fraternity that no officer will open their old registers..."

He also launched a veiled but scathing attack on Congress over corruption in development funds, asking which was the 'hand' that reduced every rupee of government money to 15 paise before it reached the beneficiary. Modi took a dig at the opposition for the party's criticism of demonetisation. Without naming Rajiv Gandhi, he recalled that a former PM had said that from every rupee sanctioned by the government, only 15 paise reached its beneficiary in a village.

## FOR BUYER SAFETY LAW TO CURB FALSE ADS

**G**overnment will bring in a new law to crack down on misleading advertisements and set up a central authority to fast-track redressal of consumers' grievances, said Prime Minister Narendra Modi.

The proposed law, awaiting Cabinet approval, provides for fine up to Rs. 50 lakh and up to three years' ban in case of misleading endorsement by celebrities while manufacturers would face fine and jail term for similar offence.

Addressing an international conference on consumer protection, the PM indicated that the government would introduce the law, which has been in the works for more than three years, during the winter session of Parliament.

"We are in the process of enacting a new Consumer Protection Act keeping in view business practices and requirements of the country. The proposed act lays great emphasis on consumer empowerment", the PM said. "Stringent provisions are proposed against misleading advertisements. A Central Consumer

Protection Authority (CCPA) with executive powers will be constituted for quick remedial action", he said.

Sources learnt that CCPA will be the first ever executive authority to take care of consumers' interests. While individual consumer complaints can be taken to the consumer commission, CCPA will have the power to initiate class action against a product or service, if it impacts a group or large section of consumers.

"We are changing the law to simplify the process of grievance redressal and for faster resolution. Consumers will be able to file cases in consumer commissions online and from the place of their residence rather than from the place of purchase," consumer affairs minister Ram Vilas Paswan said. The PM said the proposed law lays great emphasis on consumer empowerment. "Protection of consumer interests is a priority of the government. This is also reflected in our resolution of the New India. Moving beyond consumer protection, new India will have best consumer practices and consumer prosperity", Modi said.

## THE WORLD'S 1<sup>st</sup> ROBOT CITIZEN-SOPHIA

**S**audi Arabia has become the first country to give a robot citizenship. The move is an attempt to promote Saudi Arabia as a place to develop artificial intelligence - and, presumably, allow it to become a full citizen. But many pointed out that those same rights aren't afforded to many humans in the country.

The robot, named Sophia, was confirmed as a Saudi citizen during an event in Riyadh, said an official Saudi press release. "We just learnt, Sophia; I hope you're listening to me, you have been given the first Saudi citizenship for a robot," said panel moderator and business writer Andrew Ross Sorkin.

The robot then thanked the country and the event. "Thank you to the kingdom of Saudi Arabia. I am very honoured and proud for this unique distinction," Sophia told the panel. "It is historic to be the first robot in the world to be recognized with citizenship."

A number of web users pointed out that while the country might be celebrating the rights it has given to female-appearing robots, it still only gives limited rights to human women. A joke about Sophia asking to drop the system under which every woman must have a male guardian has been shared a third as many times as a popular one about the news, said the Sources.

## YOUR FRIENDLY NEIGHBOURHOOD BANK BRANCH MAY SOON GO MISSING AND THIS COULD BE THE REASON WHY

Going to bank, a routine business chore, will soon become part of history, and so will the long queues, vouchers, pins and blue stamps. Banking as you know it is on its way out. Increasingly, banks are setting up digital branches as customers find transacting with machines easier and quicker.

India's largest lender, the State Bank of India (SBI), has taken the lead among public sector banks to experiment with digital branches through its offering SBI InTouch.

The bank now has over 250 such branches which facilitate instant opening of accounts, printing and issue of personalized debit cards, and also offers expert advice on investments through video conference. Another state-run lender, Bank of Baroda, is currently experimenting on a similar format.

Traditional jobs such as passbook updating, cash deposit, verification of know-your-customer details, salary uploads are going digital, increasing job redundancies. After the private-sector banks, even those in the public sector are trying robotics to centralize operations and hasten turnarounds which reduces the need for manual workers.

Soon after, HDFC Bank launched an electronic virtual assistant (EVA) a few months ago, State Bank of India (SBI), India's biggest public sector bank, too is testing a chatbot to handle customer

queries and explain to them retail products and services. SBI Intelligent Assistant, SIA, might also be a modest beginning that can emerge as a wide phenomenon a few years later. In future, SIA might handle real banking transactions as well.

Branch banking, which just 15 years ago was the only channel, is now the preferred source of day-to-day transaction for very few of urban netizens. Forty per cent of the respondent prefer bank websites to branches for routine transactions as against merely 10% who go to the branch for routine transactions. 20% prefer mobile apps while 17% and 10% prefer SMS and ATMs, respectively.

60% respondents prefer digital banking, a reality which was unimaginable just five years ago. The penetration of digital banking has gone deeper than just big cities. Even in small towns with less than five lakh population, 38% prefer to go to the website for routine transactions while only 11% go to the branch.

Banks are realizing that branch network is not the only means of reaching out to the customer. New age channels like internet, mobile banking and digital wallets are creating new ways to bank. The governments thrust to bring in the non-banked into the banking sphere and its push to prioritize digital transactions have changed the whole paradigm of traditional banking.

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## DEFENCE MINISTER NIRMALA SITHARAMAN SAYS NAVY INFRA TO IMPROVE SOON

Defence Minister Nirmala Sitharaman took note of the "critical capability shortfalls" of the Indian Navy in regard to multi-role helicopters, conventional submarines and mine counter-measure vessels and assured the force of redressing these issues.

Sitharaman addressed the naval leadership at the Naval Commanders' Conference, held in Delhi on 24th-27th October, 2017. This is the second edition of this year's bi-annual Naval Commanders' Conference.

"She (Sitharaman) took note of the critical capability shortfalls that the Navy is facing in ship-borne multi-role helicopters, conventional submarines and mine counter measure vessels, which need urgent redressal to maintain the combat edge of the Navy.

The Raksha Mantri assured the Commanders that these issues were being given due impetus and efforts were in hand to mitigate these shortcomings at the earliest," reads a Defence Ministry statement.

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## PPF ACCOUNT TO BE CLOSED IF HOLDER BECOMES NRI

Amending rules on post office savings schemes like the National Savings Certificates (NSC) and Public Provident Fund (PPF), the government has notified that such accounts would be closed prior to maturity in case of holders changing their personal status to become non-resident Indians (NRIs).

The amended rules were notified in the official gazette earlier this month.

The amendment to the PPF Scheme, 1968, says: "If a resident who opened an account under this scheme, subsequently becomes a non-resident during the currency of the maturity period, the account shall be deemed to be closed with effect from the day he becomes non-resident".

The interest payable would be up to the date of the account closure, it said.

A separate notification on NSCs said in case of a similar change of status of the certificate holder before the maturity period, "the certificate will be encashed, or deemed to be encashed on the day he becomes non-resident" and interest will be paid accordingly.

NRIs are not allowed in instruments like the National Savings Certificates, Public Provident Fund, Monthly Income Schemes and other time deposits offered by the post office.

Last month, the government had retained the interest rate on Public Provident Fund for October-December unchanged at 7.8%, in line with the rates for small savings schemes.



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S.No	Courses	Start Date	S.No.	Courses	Start Date
1	High Voltage Safety & Switchgear* (Management Level) (5 Days)	First-Batch Monday to Friday Second Batch - Tuesday to Saturday	2	High Voltage Safety & Switchgear* (Operational Level) (1 Day)	Monday / Saturday
3	ECDIS	Every Monday	4	Ship Maneuvering Simulator & Bridge Teamwork* (SMS & BTW)	* Commencing soon
STCW 2010 MODULAR COURSES					
5	Refresher & Updating Course for Engineers	16/10, 30/10	6	FPIFF	Every Monday & Thursday
7	Advanced Fire Fighting (AFF)	Every Monday	8	STSDSD	Every Alternate Friday
9	Ship Security Officer Course (SSO)	Every Alternate Monday	10	Basic Tanker Oil + Chemical (OTFC + CTFC)	Every Monday
11	Advanced Tanker Oil (TASCO)	16/10, 27/11	12	Basic Tanker Gas	Every Monday
13	Advanced Tanker Gas (GASCO)	13/11, 25/12	14	EFA	Every Monday & Thursday
15	Advanced Tanker Chemical (CHEMCO)	30/10, 11/12	16	PST *	Every Monday & Thursday
17	PSSR	Every Monday & Thursday	18	STCW 2010 Package (PSSR, PST, EFA, FPIFF, STSDSD) Available	
STCW 2010 REFRESHER COURSES					
19	Refresher Course for Advanced Fire Fighting (AFF-R)	Every Monday & Thursday	20	FPIFF-R	Wednesday & Saturday
21	MFA-R	Every Thursday	22	SSO-R	Every Alternate Wednesday
23	PST-R*	Wednesday & Saturday			
CERTIFICATE OF COMPETENCY COURSES (PREPARATORY COURSES)					
24	Preparatory Course for M.E.O. Class-II	06/11, 04/12	25	Preparatory Course for M.E.O. Class-I	*Commencing soon

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1.	Ships Cook Certificate Course (Indian / Continental / Filipino / Italian / Arabic / Indonesian / Malay / Chinese / Thai / Bakery)	4.	Messman Training Program
2.	Food & Hygienic Course	5.	HACCP Course
3.	Advance Food Handling Certificate Course	6.	Mess man / GS / Steward Trade Test
		7.	Cook's Trade Test (Any Cuisine) (Indian / Continental / Bakery / European / Filipino / Italian)
DECK / NAVIGATION COURSES			
8.	BTM/BTRM (as per IMO Model Course 1.22/STCW Reg.)	13.	HAZMAT
9.	Bridge & Engine Room Resource Management (BERM)	14.	Steering Test OS/AB and Steering Courses (IMO Model)
10.	Ship Handling Courses	15.	Ice Navigation
11.	Risk Assessment & Risk Management / Safety Officer	16.	ISM Awareness (Support Level)
12.	Incident Investigation and Risk Management Courses	17.	AB / Motorman / Pumpman Courses
OFFSHORE MARITIME TRAINING			
18.	HUET / HLO / H2S	23.	Basic Safety Training
19.	Helicopter Under water Escape & Sea Survival Training	24.	Enclosed Space Entry
20.	Container Familiarization	25.	Anchor Handling
21.	Safe Working Practice	26.	Accident Investigation
22.	BOSIET	27.	Fast Rescue Boats / Craft
PASSENGER SHIP TRAINING			
28.	Passenger Ship Familiarization Training	30.	Proficiency in Crowd & Crisis Management with Human Behavior Training
29.	Crowd & Crisis Management		
VALUE ADDED COURSES			
31.	FRAMO Course	32.	ERRM & ERTM
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(RPSL-MUM-284, DOI: 06.03.2014 DOE: 08/12/2018)  
For and on behalf of its principal's  
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Interested candidates apply by email - [anil@xt-india.com](mailto:anil@xt-india.com)

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# SHIPPING NEWS

## MSC RECEIVES UN AWARD FOR ELECTRONIC DATA EXCHANGE

**M**SC Mediterranean Shipping Company, a leader in global transportation, is honoured to receive an award for its support of the United Nations global standard on electronic data exchange.

The award commends MSC's implementation of the data exchange language for transport, trade and logistics companies known by the acronym UN/EDIFACT.

Since its inception 30 years ago, UN/EDIFACT has become a reliable standard, helping companies to optimise communication and efficiencies throughout large, complex operations.

Accepting the award at a ceremony in Rome, MSC's Chief Operating Officer Claudio Bozzo explained the importance of the standard, given the exchange of some 250 million messages per year between MSC and its fleet.

In one instance, when the container ship MSC Zoe arrived in the port of Antwerp, as many as 113,000 messages were exchanged during the discharge and loading of cargo.

MSC thanks the UN Economic Commission for Europe (UNECE) for its work and looks forward to many more years of success in this field.

## ECDIS NOT BEING USED AS ANTICIPATED

**T**he U.K. Marine Accident Investigation Branch (MAIB) has announced that it is conducting a safety study, in collaboration with the Danish Maritime Accident Investigation Board, to understand why operators are not using ECDIS as envisaged by regulators and the system manufacturers.

The news follows the release of a MAIB investigation report into the grounding of the bulk carrier Muros. In the early hours of December 3, 2016, the Muros ran aground on Haisborough Sand, eight miles off the Norfolk coast.

When Muros grounded, she was following a passage plan shown on its electronic chart and display information system (ECDIS). The MAIB investigation found that:

- The vessel was following a planned track across Haisborough Sand. The passage plan in the ECDIS had been revised by the second officer less than three hours before the grounding and it had not been seen or approved by the master.
- A visual check of the track in the ECDIS using a small-scale chart did not identify it to be unsafe, and warnings of the dangers over Haisborough Sand that were automatically generated by the system's 'check route' function were ignored.
- The second officer monitored the vessel's position using the

ECDIS but did not take any action when the vessel crossed the 10-meter safety contour into shallow water.

- The effectiveness of the second officer's performance was impacted upon by the time of day and a very low level of arousal, and she might have fallen asleep periodically.
- The disablement of the ECDIS alarms removed the system's barriers that could have alerted the second officer to the danger in time for successful avoiding action to be taken.

The MAIB has recently investigated several grounding incidents in which the way the vessels' ECDIS was configured and utilized was contributory. There is increasing evidence to suggest that first generation ECDIS systems were designed primarily to comply with the performance standards required by the IMO, as these systems became a mandatory requirement on ships, with insufficient attention being given to the needs of the end user, states the report.

"As a consequence, ECDIS systems are often not intuitive to use and lack the functionality needed to accommodate accurate passage planning in confined waters. This situation has led to seafarers using ECDIS in ways which are at variance with the instructions and guidance provided by the manufacturers and/or expected by regulators."

## SHIPS CARRYING HIGH SULPHUR FUEL WITHOUT SCRUBBERS MAY BEAR THE BRUNT

**F**rom 2020, a ship will have no legitimate reason to bunker fuel with more than 0.5% sulphur unless it has approved abatement technology or a valid exemption to trial such technology. The only other valid reason would be a situation where the ship could not obtain marine fuel with less than 0.5% sulphur because there was no availability in its bunkering port at the time.

But MARPOL Annex VI does not ban a ship from carrying high sulphur fuel oil (HSFO); it only regulates sulphur oxide (SOx) emissions which have to be met either through using low sulphur fuel or cleaning SOx out of the exhaust gas. As discussed at a

recent IBIA forum, this leaves some doubts about how effectively MARPOL Annex VI can be enforced.

Signatories to MARPOL Annex VI can only take enforcement actions for non-compliance occurring within their territorial waters. If they have evidence that ships were using non-compliant fuel prior to entering their territorial waters, all they can do about that is to report it to the ship's flag State. It is then up to the flag State to ensure vessels flying their flag comply.

In February 2018, the 5th session of the International Maritime Organization's Sub-Committee on Pollution Prevention and

Response (PPR 5) is set to discuss measures to “promote consistent implementation of the 0.5% global sulphur limit” that takes effect from the start of 2020. There are plans to build on proposals, already discussed briefly at PPR 4 in January this year, to make enforcement simpler by introducing a ban on the carriage of high sulphur fuel oil (HSFO) as bunkers on ships without scrubbers.

IBIA presented a suite of proposals to PPR 4 regarding implementation of the 0.5% sulphur limit in 2020. Our submission included this paragraph: “It is already within the powers of PSCOs to enforce compliance within their coastal waters to ensure the coastal State is reaping the air quality benefits of the regulation. Should evidence emerge that implementation is uneven, measures to enhance more universal compliance may be considered, for example by making it an offence under the regulation for a ship to carry fuels above 0.5% sulphur unless that ship has approved alternative compliance methods installed, or a valid exemption.”

Norway suggested to PPR 4 that the Sub-Committee should consider “a specific prohibition” to carry bunkers exceeding 0.5% sulphur right away, and intends to bring a more detailed proposal to PPR 5 in the hope of introducing a carriage-ban as soon as possible.

Concrete suggestions were not discussed in great detail at PPR 4 in January because the main task given to the Sub-Committee from the 70th session of the Marine Environment Protection Committee (MEPC 70) was to identify “justification and scope for a new output on what additional measures may be developed to promote consistent implementation of the 0.5% global sulphur limit”. A “new output” means adding a new work item to the IMO’s agenda, and can only be approved by the IMO’s main Committees. PPR 4 developed the new output proposal and it was approved by MEPC 71, meaning PPR can now discuss and make recommendations to MEPC on concrete proposals.

A carriage ban on HSFO as bunkers for ships without valid exemptions could make it easier to enforce the global sulphur cap as this can be detected in port, either by document check or by sampling and analysis of the fuel oil. During PPR 4, one suggestion that came up took that idea a step further, namely to implement a ban both on the carriage and sales of HSFO to ships. This suggestion would, however, go beyond IMO’s remit.

**Timing & legal perspective**

It isn’t clear yet how a carriage ban could be written into the

regulation. It would require changes to MARPOL Annex VI and this usually requires MEPC to specifically approve a “new output” to amend the regulation.

However, the scope for the “new output” on implementation of the 0.5% sulphur limit approved at MEPC 71 did include a paragraph to consider “any consequential regulatory amendments and/or guidelines necessary to address issues raised or otherwise considered necessary to ensure consistent implementation” so it might be allowed under this output.

In theory, if a regulatory change to introduce such a carriage ban was agreed at PPR 5, sent to MEPC 72 for approval and then formally adopted at MEPC 73, it could enter into force as soon as March 1, 2020.

There are already some safeguards in place to prevent ships from taking on bunkers above 0.5% sulphur post 1 January 2020. Already today, a ship has to identify in its International Air Pollution Prevention Certificate whether it uses compliant fuel oil or has an approved equivalent arrangement (e.g. a scrubber). And from 1 January 2019, amendments to appendix V of MARPOL Annex VI regarding information to be included in the bunker delivery note (BDN) requires suppliers to obtain a notification from the purchaser that fuel oil exceeding 0.5% sulphur is intended for use only in combination with an equivalent means of compliance or that the ship has a relevant exemption to conduct trials of SOx emission reduction technology.

The question is whether most IMO member states believe the existing regulatory framework is sufficient to ensure that ships comply with the applicable sulphur limits, or whether they believe it is necessary to enhance the ability of PSCOs to take action against non-compliance occurring in international waters, which is currently the responsibility of the flag State.

If a HSFO carriage ban is agreed on, there are other considerations too. EGCS is not the only technology solution; other technology solutions may emerge that involves either blending HSFO with very low sulphur fuels onboard, or ship-based desulphurisation. In fact, one company has informed IBIA that it is developing a ship-based desulphurisation unit. Ships with such alternative technologies would need to be exempt from a HSFO carriage ban, but would perhaps need to demonstrate that the fuel entering the engine meets applicable the limit, or demonstrate compliance by measuring its SOx emissions.

**SCI BESTOWED WITH 'PRIDE OF THE NATION' AWARD**

**S**CI was bestowed with ‘Pride of the Nation’ award at ‘Pride of Seas’, a mega maritime event.

The Shipping Corporation of India Ltd (SCI) received three awards during the ‘Pride of Seas’ event held at ITC Grand Chola, Chennai on 13th October 2017. The award function was conducted by Licorne, a Unicorn Maritime Group company to honour the excellence of seafarers. Nominations were invited from various ship owners, crew managers and Shipping & Logistics companies across the globe. Winners were selected by an expert jury from the maritime industry.

Capt. Devendra Kumar Singh, SCI Master, was awarded under the category ‘Award for Captains’ while Capt. Radhika Menon, SCI Master, was awarded under the category ‘Award for Exemplary

Service’. In addition, SCI was honoured with the ‘Pride of the Nation’ award for becoming the first Indian shipping company ever to become a 6.01 million deadweight company and for making the Indian Maritime proud.

Capt. Anoop Kumar Sharma, C&MD, SCI dedicated the award to all the employees of SCI. As a token of appreciation, he invited all the employees of SCI Chennai present in the event to come up on the stage to receive the Award along with him.

While receiving the award, Capt. Sharma highlighted on the teamwork, unstinted support & dedication of each and every employee of SCI in achieving this milestone.

On this occasion, Capt. Sharma also congratulated all the stakeholders and reiterated on SCI’s vision to be the ‘Numero Uno’ in Indian shipping.

## DNV GL CREATES HISTORY BY ROLLING OUT ELECTRONIC CERTIFICATES ACROSS ENTIRE FLEET

In a historic first for the ship classification industry, DNV GL has commenced the roll out of IMO compliant electronic class and statutory certificates across its entire fleet. The widespread use of electronic certificates will result in significant efficiency gains for ship owners, charterers, regulators and crew, cutting down administrative burdens, processing time and document handling costs.

For the past few years, DNV GL has been working on pilot projects with several owners and flag administrations, to test and gain acceptance for the use of electronic certificates. This has resulted in almost 50 flag state administrations already having granted

DNV GL the authority to issue electronic statutory certificates on their behalf, with more acceptances expected in the near future.

"The electronic certificate regime offered by DNV GL has provided us with a unique advantage in the contemporary market, where leverage from digitalized high-end efficient work processes plays an integral role," says Morten Nygaard, Fleet Manager, Teekay Offshore, owners of one of the vessels used in the pilot projects. Teekay Offshore is also looking to move their fleet to electronic class and statutory certificates as soon as possible: "It is our intention to benefit from the new regime within the shortest possible time frames," he added.

## PRIME MINISTER INAUGURATES INDIA'S FIRST RO-RO FERRY PROJECT IN GUJARAT

Essar Projects, which is the principal EPC contractor for India's first Ro-Ro ferry project that was inaugurated here by Honourable Prime Minister Shri Narendra Modi, congratulated the Gujarat Maritime Board (GMB) on reaching the milestone.

A GMB project of national significance, the RoRo ferry will bring down the travel time between Gujarat's Gogha and Dahej Ports, which are 340 km apart - from 7 hours to just 2.5 hours (inclusive of the time taken to drive from Bharuch to Dahej Port and from Gogha Port to Bhavnagar). The Ro-Ro ferry service will be able to carry about 500 passengers and 100-150 vehicles on each trip across the Gulf of Khambhat (also called Gulf of Cambay) over a 30-km (17 nautical miles) navigational channel created on the sea. Once services commence, the ferry is expected to do four round trips every day.

### Scope of EPC contract awarded to Essar Projects

GMB awarded the contract for constructing the Ro-Ro terminals and supporting onshore infrastructure at Dahej and Ghogha to Essar Projects following a competitive bidding process. The Essar Projects team has not only designed and constructed the Ro-Ro terminals at both ports, but also built the approach bunds, trestles, pontoons and link spans. The pontoon, which is a floating

structure, will facilitate traffic and passenger movement to and from the ferry vessel.

At 96 metre, the link span bridge, which connects the pontoon and jetty, is the world's longest.

Essar Projects' technical expertise was demonstrated in the reclamation work that needed to be undertaken for constructing the approach bunds. The most unique aspect of the terminal project lies in the fact that it has been executed in waters that are characterised by 10-metre-high tidal variations, which is the highest anywhere in India and the second highest in the world. Essar Projects has invested more than 8 million man hours to the project and executed it with zero LTI (Loss Time Injury).

Speaking on the occasion, Mr. Shailesh Sawa, CEO-EPC Constructions India, a subsidiary of Essar Projects Ltd, said: "We are extremely happy and proud to have been able to turn our honourable PM Shri Narendra Modi's dream into reality. A special thanks to my team for successfully executing a project that will stand up to extreme tidal variations and inhospitable weather conditions, as also enable South Asia's first truly world-class Ro-Ro ferry service."

## IMO REFUTES CRITICISM OF ITS EFFORTS

IMO secretary-general Kitack Lim has been moved to issue a statement reiterating that the International Maritime Organization is a transparent and inclusive body, which has been working for decades to reduce harmful air emissions from ships.

These efforts continue with this week's second meeting of the Inter-sessional Working Group on Reduction of GHG Emissions from Ships, the statement points out, where 57 IMO Member States and 21 non-governmental organizations (NGOs) in consultative status are taking part.

The IMO secretary-general's intervention follows release of a report by an organisation called InfluenceMap, which claims that "the shipping industry has aggressively lobbied the UN to obstruct climate change action for shipping," and that "at the most recent IMO environmental committee meeting 31% of nations were

represented in part by direct business interests."

"Recent media reports have questioned the transparent, inclusive approach adopted by all stakeholders with an interest in addressing the threat of climate change through the IMO," begins the IMO statement.

Lim goes on to emphasise that "as is the case in other UN agencies of a technical nature, the make-up of national delegations to IMO is entirely a matter for the countries themselves".

Furthermore, IMO currently has consultative arrangements with a total of 77 different NGOs representing a broad spectrum of interests and many different viewpoints, he adds.

With Member States responsible for selecting these NGOs, "this inclusiveness is one of IMO's great strengths", concludes Lim.



## CHITTAGONG RECYCLING YARD GETS HONG KONG CONVENTION SOC

**P**HP Family, a recycling yard in Chittagong, Bangladesh has received a Statement of Compliance (SOC) with the Hong Kong Convention (HKC) for the safe and environmentally sound ship recycling.

Granted by international classification society RINA, the SOC is an important development towards a more sustainable ship recycling industry, further raising the bar in the standards for this sector in Bangladesh, according to GMS, a cash buyer of ships for recycling.

"PHP Family yard has worked hard to improve their safety and environmental standards by following successfully the HKC guidelines, which are enabling the whole ship recycling industry to achieve sustainable goals for ship recycling," Anil Sharma, President and CEO of GMS, said.

"We sincerely hope that this great achievement will attract more shipowners to yards that are endorsing Responsible Ship Recycling and lead as an example for the rest in Bangladesh," Sharma added.

Additionally, a decision is awaited for the yards that are outside the EU and have applied for inclusion in the EU approved list of recycling facilities.

Nikos Mikelis, Non-Executive Director of GMS, said that these yards are already holding Statements of Compliance with the HKC "so they have proven that they meet the high safety and environmental standards laid out in the HKC through significant investment, training and development within the region."

"Excluding these yards would create an insurmountable divide within the industry based solely on their geographic location, and threaten to halt the positive progress made by the HKC in South Asia," Mikelis added.

At the moment, there are over 45 recycling yards in Alang, India that have received a SOC with HKC from international class societies, and another 15 yards working towards it, which means that almost 50% of the active recycling facilities in India have met the standards set by the HKC guidelines.

## IRISL FLEET EXPECTED TO GROW 50% IN 2018 WITH ADDITION OF 10 VESSELS

**T**he Islamic Republic of Iran Shipping Lines (IRISL) plans to replace 49 ships with new ones within five years, the Technical and Commercial Director of the State-run company said recently.

"The company is restoring its pre-sanctions position," said Amirsaman Torabizadeh. He explains that besides domestic capacities, IRISL will cooperate with foreign shipbuilding companies to materialize the plan.

Under a \$650-million contract signed last December with IRISL, the world's largest shipbuilding company Hyundai Heavy Industries (HHI) is to build four 14,400 TEU container ships and six 50,000 DWT product tankers.

Ahmad Shahbaz-Beigi, the Deputy Head of IRISL Group, said the fleet capacity of the shipping company is expected to grow 50% in 2018 with the addition of 10 vessels it has ordered from HHI.

Finance from S. Korean & Chinese Torabizadeh said Chinese and South Korean letters of credit will be used to finance the new vessels it has ordered.

Iran signed its biggest credit line deal in recent years with South Korea's Export-Import Bank in August. The deal envisages as much as Euro 8 billion in loans provided by South Korean companies to finance various projects in Iran.

Another agreement was also signed between China's CITIC Trust and five Iranian banks in Beijing earlier this month for the company to extend a credit line worth \$10 billion for supporting projects in Iran.

IRISL Chief Executive Mohammad Saeedi recently said the company has finalized \$500 million in foreign finance for purchasing ships. "The total value of the finance deal is about \$700 million while about \$500 million of the required funds will be provided by South Korean banks," he told.

Torabizadeh said the first new vessels will be imported during the first three months of 2018, expressing hope that the new ships will help the company reclaim its share in international logistics market. He also announced that IRISL will launch a container shipping line from Asia to Europe and vice versa.

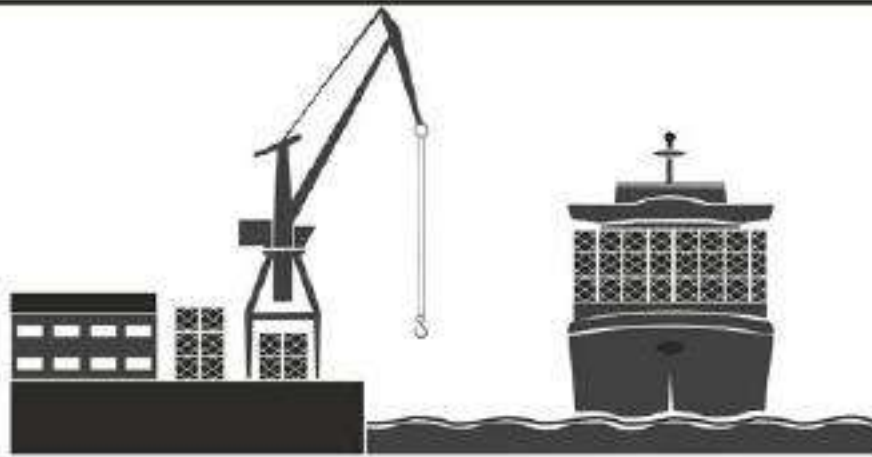
## JNCH LAUNCHES "REFUND SMS SEVA" TO IMPROVE TRANSPARENCY

**I**n order to improve the transparency and as a part of Ease of Doing Business initiative, Jawaharlal Nehru Custom House (JNCH) has launched Refund SMS Seva (for CRC and SAD) where the claimant will be intimated through SMS at every stage of refund processing.

The recent Public Notice No 133/2017 of JNCH states, "in order to make use of this facility, it is essential that refund claim should also include the mobile number and email id of the claimant/authorized person so that they will be intimated the

status of their refund claim. Hence, it is requested that mobile number and functional email id should be submitted along with refund claims."

In case of difficulty, the matter can be brought to the notice of Dy./Asstt. Commissioner of Customs, in-charge of SAD Section, JNCH through email/phone (email [appraisingmain.jnch@gov.in](mailto:appraisingmain.jnch@gov.in), phone number 022- 27244838, states the Public Notice dated 17th October 2017.



# Marine Insights

## WRECK REMOVAL - TIME TO SAVE THE ENVIRONMENT

**M**aritime industry today has grown leaps and bounds. With technological developments and hiked safety systems, the number of accidents and casualties have definitely been curbed. On the B-side, the estimated number of shipwrecks have increased, posing a threat to the industry.

Ship wrecks in simple terms means badly destroyed or damaged ship at sea or on shore. Post accidents, some vessels are restored, salvaged and brought back to life. But in some situations, her salvation and recovery becomes non-feasible, and that is when she becomes a wreck. Such wrecks over a period of time pose threat to the environment and is a hazard to navigation. Subsequent removal of wrecks is thus important.

Wreck removals usually require the mobilisation of some of the heaviest units in the world salvage fleet, including floating sheerleg and cranes, pull barges and a vast array of specialised equipment. Throughout the process of wreck removal, environmental risks is a major concern. It must be ensured that on completion of the main work, the sea bottom is cleaned and marine flora is re-planted. Container ships make for expensive wrecks. Due to technological advancements, the ability to remove potential pollutants from a wreck lying in deep water is possible thus making the whole process expensive.

The process of removing wreck is not an easy task. The cost of removal from either coastline or from deeper water is great. The potential cost drivers of wreck removal are:

- Location of wreck
- Cargo recovery from ships
- Nature of bunker fuel removal operations
- Contractual arrangements
- Influence of government authorities

Having said all this, hasn't the thought of having to bear the cost of wreck removal crept into your mind? To answer the question, the cost is indemnified by a 3rd party liability underwriter i.e. the P&I Clubs.

The tolerance today towards wrecks is next to nil by the politicians, public & environment groups. Even if a wreck does not pose any threat to the environment, the media



through its highlight, forces the owners to take action.

The Coastal State Authorities and other legal frameworks collectively regulate the process of wreck removal. Since coastal states form legal framework, political authorities tend to exercise their power and influence the operations. This could also be the reason for differences in jurisdiction and difficulty in enforcing law.

IMO recognized this inconsistency in regulations and adopted the Nairobi Convention in 2007. The objective of this convention is 'To harmonize acceded states' attitudes to wrecks & to give more commonality to decision-making about whether wrecks should be removed.'

The process of wreck removal is generally handed down to a contractor. The ship-owner, as a first process, invites tender for removal. Interested contractors then apply after thorough analysis of the condition. The contractors then devise a removal plan that is best suited for the wreck. Consequently the wreck is removed and the cargo is handled accordingly.

This whole process of wreck removal might seem tedious to some ship-owners. But it would definitely reverse the hazard it could cause to the environment in the near future. It is hoped that every Coastal State Authority ratifies this Nairobi Convention and puts it to their best use, all for the sake of the environment.

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# WITH GREAT ZEST & ELATION, ICCSA CELEBRATES ITS ANNUAL GATHERING

"All the members of ICC Shipping Association, stakeholders, managers and ship owners, welcome to the ICCSA Annual Function, 2017". This is how the ICCSA president, Shri. Aditya Suklikar made a start to the congregation. ICC Shipping Association (ICCSA), the organ which represents Indian coastal shipping industry at various forums celebrated its annual function at MCA, BKC on 13th October 2017. Apart from the committee members of ICCSA, the function saw representatives from Directorate General of Shipping, IR Class, Adani, Maritime Training Institutes and Senior Professionals from the industry. In his welcome note, the president also outlined a need for collaboration between ship owners, terminal operators and logistics service providers for a vibrant domestic maritime transport ecosystem to come in operation. The evening was complemented by the eloquent and enchanting musical performances of prominent singers added with a comedy session.

The function also saw an ICCSA Souvenir release. Hon. Secretary of ICCSA, Rakesh Singh invited eminent personalities namely Capt. Vijay Arora, Joint Managing Director- IR Class, Capt. R. K. Muduli, Deputy Nautical Advisor- DG Shipping, Capt. Anil Kishore Singh, CEO- I Log Ports Pvt Ltd, Mr. A. K. Sawhney, Director- Ocean Sparkle Ltd and Capt. Nitin Dhond, Director- Sea Eagle Pvt Ltd to do the honours.

The evening prospered into a majestic night witnessing some of the beautiful moments for ICCSA to cherish in the future.



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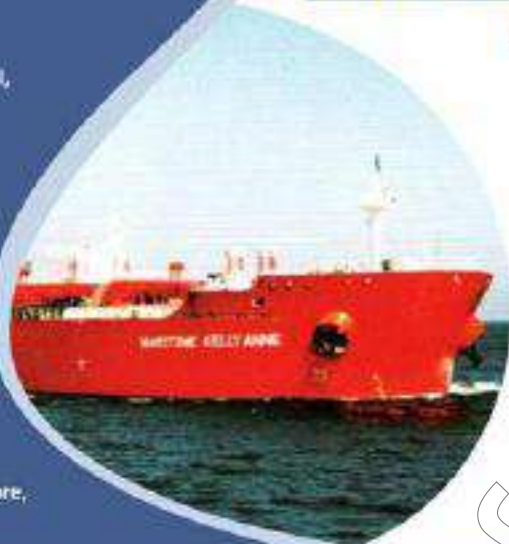
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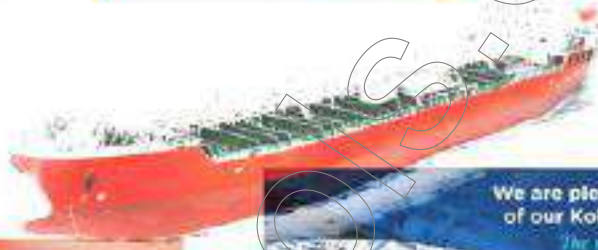
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RPSC/MUM-202 | Issue Date: 26-08-2016 | Valid Till: 25-08-2021



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RPSL NO.- 145 DOI: 15-12-2014 DOE: 19-08-2019  
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- ➡ Chief Engineer
- ➡ Second Engineer
- ➡ 3rd Engineer  
(Panama & Indian COC holder)
- ➡ Electro-Technical Officer

#### CONTACT US

Capt. Vinay K. Srivastava  
Office no. 601, 'B' Wing, Mahavir Icon,  
Sector-15, Belapur, Navi Mumbai 400614  
Tel: +91 - 22 - 2757 1949 / 50,  
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RPSL NO. MUM-279  
DOI: 29.01.2014 | DOE: 20.10.2016

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#### Contact us :

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RPSL No. MUM-199 | Issue Date: 02/08/2016 | Expiry Date: 01/08/2021

### REQUIRED FOLLOWING

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- ❖ **Master & Chief Officer**  
Direct Promotion can be considered
- ❖ **CE, Wages - USD 8000 - 10250**  
Direct Promotion can be considered
- ❖ **2E, Wages - USD 6000 - 8000**  
Direct Promotion can be considered
- ❖ **Electrical Officer (Urgently Required)**  
With Crane Exp. (Coc not Mandatory)

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- ❖ **Chief Officer**
- ❖ **Second Engineer**  
minimum 1 year rank experience

#### Mumbai Head Office :

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Off : +91-22-67484545 / 50, Email : resume@vrmaritime.net  
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**MINIMUM EDUCATIONAL QUALIFICATION :** 10th. Also passed with minimum score 5.5/10 in IELTS (English).  
**SCHEDULE OF COURSE :** Successful completion of 6 months in MMTI LLP® including MFA, SSO, AFF\*, PSCRB\*, UK GMDSS\* will award you HNC Nautical Science and about 3 months at Fleetwood nautical campus, UK & passing MCA examination will award you 2nd Mate COC.

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D.G. Approved No. RPSL/MUM/037 Issue date: 06.04.2016 Valid till: 04.04.2021



## URGENTLY REQUIRED

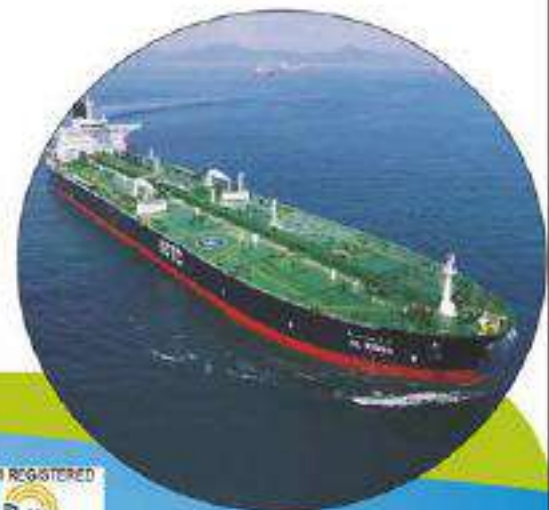
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(Indian, UK, Singapore, New Zealand COC are acceptable)

- ▶ Master (LPG)      ▶ Chief Officer
- ▶ Chief Engineer    ▶ 2nd Engineer

FOR OUR FOREIGN PRINCIPAL'S ON THEIR OIL/PRODUCT TANKER VESSELS

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(RPSL-MUM-240 DOI: 01.04.2013 DOE: 14.12.2017)

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Fax : 91 22 2839 2761  
Email : cv.mumbai@in.nyksm.com  
joinus@nyksm.com.sg  
Contact : Capt. Anuraj Singh  
Capt. Anthony Rodrigues  
Mr. Swapnil Rane

#### KOLKATA OFFICE

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Email : cv.mumbai@in.nyksm.com  
joinus@nyksm.com.sg  
Contact : Ms. Debashree Roy

#### DELHI OFFICE

217, Bostech Chambers  
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Gurgaon - 122 002, Haryana, India  
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Fax: 91 124 403 1266  
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joinus@nyksm.com.sg  
Contact : Mr. Vinay Kumar

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Email : cv.mumbai@in.nyksm.com  
joinus@nyksm.com.sg  
Contact : Mr. Easter Raj



## MarineSolutionz

RPSL-MUM-151  
DOI: 18.11.2009  
DOE: 17.11.2019

## CURRENT OPENINGS

### Oil Chemical Tankers:

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Ch. Engineer 2nd Engineer

### Container / Bulk Carrier

Master Ch. Officer  
Ch. Engineer 2nd Engineer

(Engineers with exp on Camless Engine)

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3rd Officer 3rd Engineer  
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#### Mumbai Office

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Fax : 91-22-26870977  
Email : kisan.karnad@wilhelmsen.com

### NEW DELHI (BRANCH OFF)

**CAPT. PRABHAT K. MISHRA**  
Tel : 91-11-23731615, Fax : 91-11-23722525  
Mob : 09313053361  
Email : wsm.newdelhi@wilhelmsen.com

### COCHIN (BRANCH OFF)

**MR. THOMAS VARKEY**  
Tel : 91-0484-4020098, Fax : 91-484-4023093  
Mob : 09388424733  
Email : thomas.varkey@wilhelmsen.com

### KOLKATA (BRANCH OFF)

**MR. AMIT RAY** (Mob: 09874233323)  
**MR. RAVI ANAND** (Mob: 09874233336)  
Tel : 91-33-40088505, Fax : 91-33-40088504  
Email : wsm.kolkata@wilhelmsen.com

### CHENNAI (BRANCH OFF)

**MR. K. SUKUMARAN**  
Tel: 91-44-25222250, Fax: 91-44-25222580  
Mob : 09382168217  
Email : wsm.chennai@wilhelmsen.com

## CONTACT

**FOR DECK OFFICERS : MR. ANKIT CHRISTIAN**  
Mob: 099205 99430 / 022 3088 2691,  
Email: ankit.christian@wilhelmsen.com

**FOR ENGINEERS : MR. RAVI ANAND**  
Mob: 098742 33336 / 033 4008 8505,  
Email: ravi.anand@wilhelmsen.com

## URGENT OPENINGS FOR VLGC PRINCIPALS

- Master
- Chief Officer
- Electrical Officer (ETO COC mandatory)
- Chief Engineer
- Second Engineer

## REQUIREMENT FOR SELF UNLOADER VESSEL

(Vessel type experience preferred)

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RPSL-MUM-018 | DOI: 21.12.2016 | DOE: 17.11.2020

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# d'Amico Ship Ishima India Pvt. Ltd.

RPSL-MUM-030

Issue date: 12.07.2016

Valid till: 11.07.2021

MASSA MEMBER

## CONTACT US

### MUMBAI OFFICE :

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Andheri Kurla Road, Andheri (East), Mumbai - 400059  
Tel: +91-22-40372221/22, +91-22-40502100  
Fax: +91-22-28234987, +91-22-40502150  
Email: mumbai@damicoshima.com  
Please forward your CV on: crew.in@damicoshima.com  
hr.sea@damicoshima.com, crewing@damicoshima.com

### KOLKATA OFFICE :

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Crossing, T. Sarojini Naidu Sarani, Kolkata - 700017  
Tel: +91-33-40648137, Fax: +91-33-22894759  
Email: kolkata@damicoshima.com  
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### DELHI OFFICE :

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Contact: 8879773104



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RPSL : MUM 201  
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 Email: [crewing.india@scorpiogroup.net](mailto:crewing.india@scorpiogroup.net) | Website: [www.scorpiogroup.net](http://www.scorpiogroup.net)

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 91-22-61045299/ 80 (for Crew)  
 Fax: 91-22-61045248 | Email: [dsm@dockendale.net](mailto:dsm@dockendale.net)

#### HEAD OFFICE

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 Sheikh Zayed Road, P.O. Box 262206, DUBAI, UAE  
 Tel: +97143415701, Fax: +97143415904

#### COCHIN LIAISON OFFICE

Mr. Lakshman Kumar  
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 Tel: 91-484-4148111 | Email: [lks@dockendale.net](mailto:lks@dockendale.net)

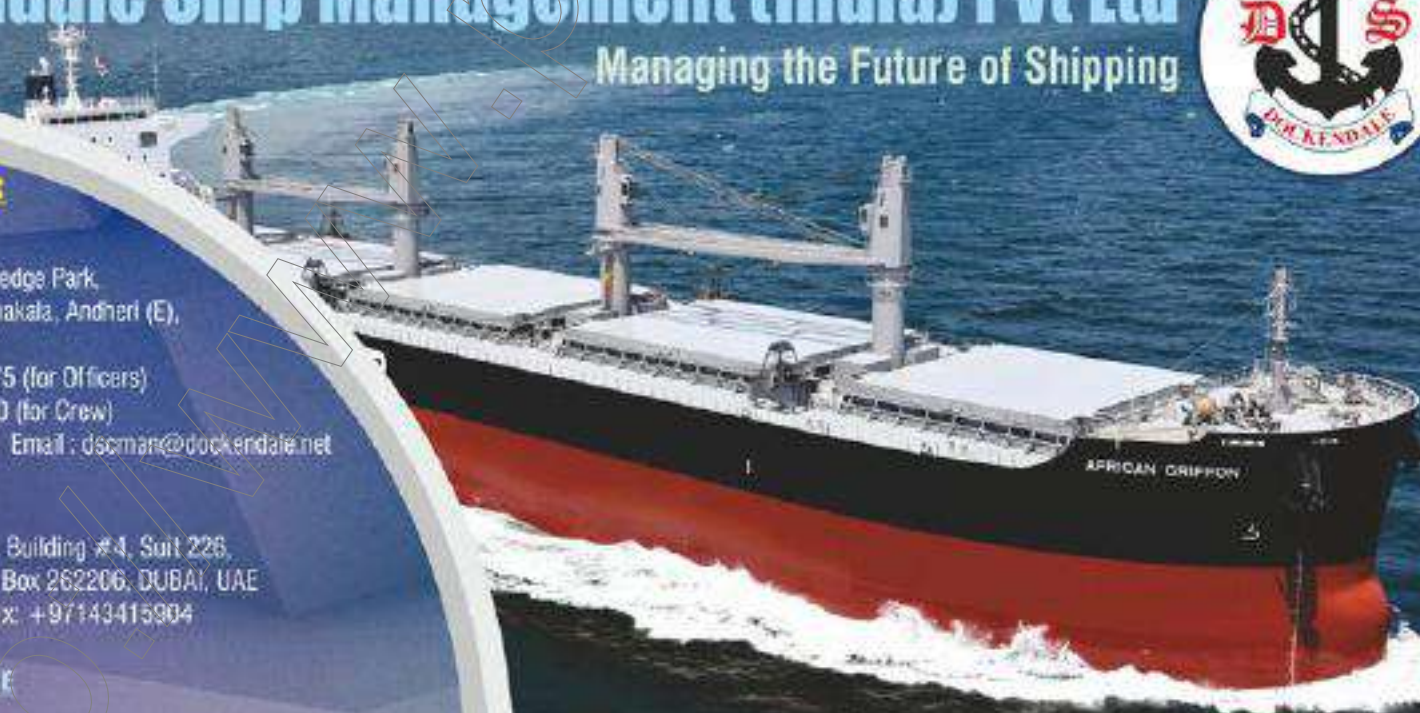
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RPSL-MUM-191

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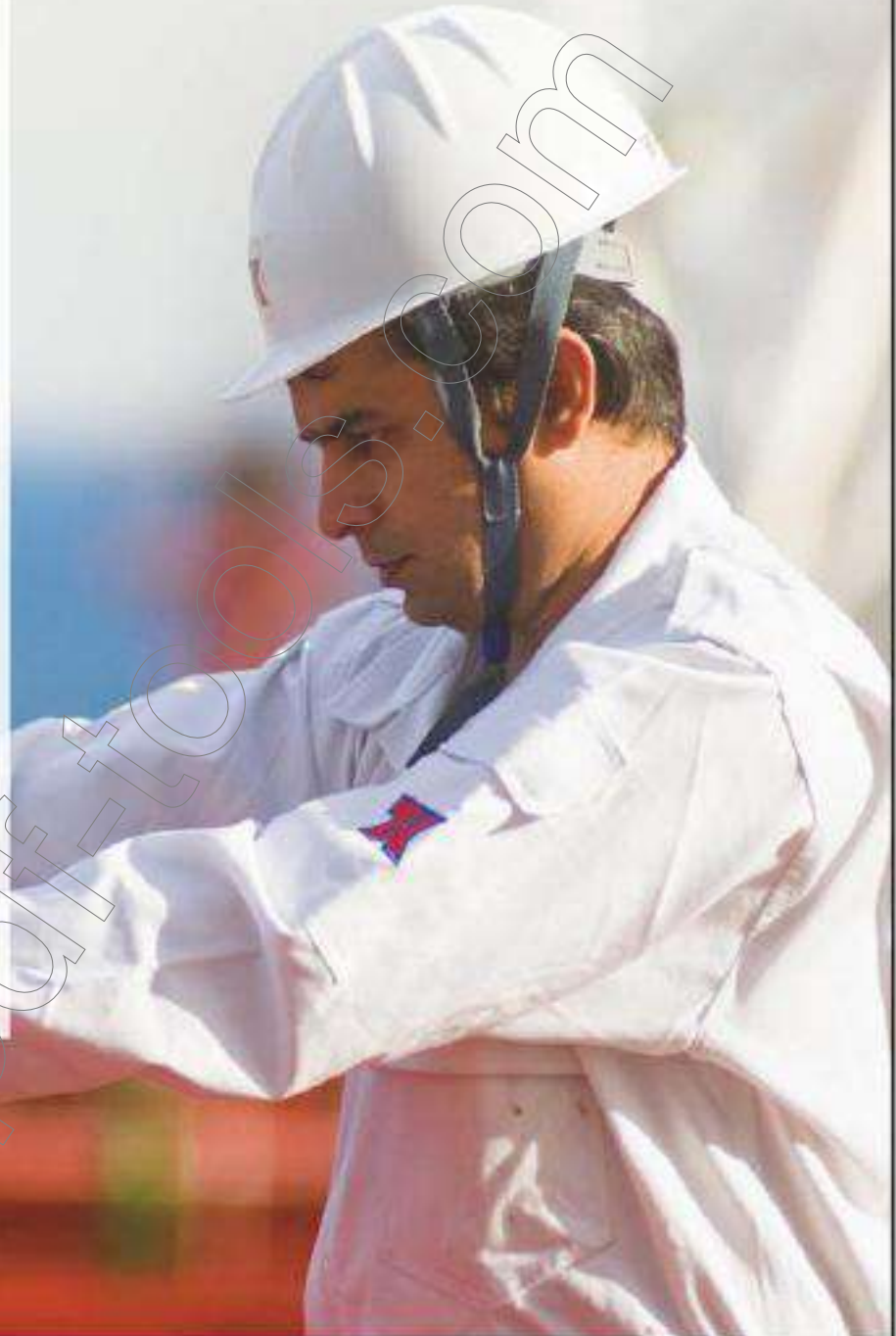
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