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Crew Abandoned for 11 Months on Hunger Strike

The crew of a bulk carrier abandoned by its owner and flag state is staging a hunger strike to call attention to their plight according to the International Transport Workers' Federation. Desperate to get their back wages and return home the crew turned to this drastic action.

The crew, which consists of Indian, Turkish, Azerbaijani, and Bangladeshi seafarers, has been stuck on the ship, the Ula, abandoned for the past 11 months at the port of Shuaiba, Kuwait. According to the ITF, the hunger strike began on January 7 in their effort to get off the ship and recover more than \$400,000 in wages owed to them.



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QR Code for
NOTI Course
Schedule



• For details of courses refer Page No. 7

The seafarers' lives remain at risk the ITF says if they continue to refuse food and water. They are reporting that six of the crew were briefly hospitalized to stabilize their blood pressure and sugar levels. They were later returned to the ship.

"The Kuwaiti authorities must act urgently to save these seafarers from killing themselves through this hunger strike," said Mohamed Arrachedi, 13

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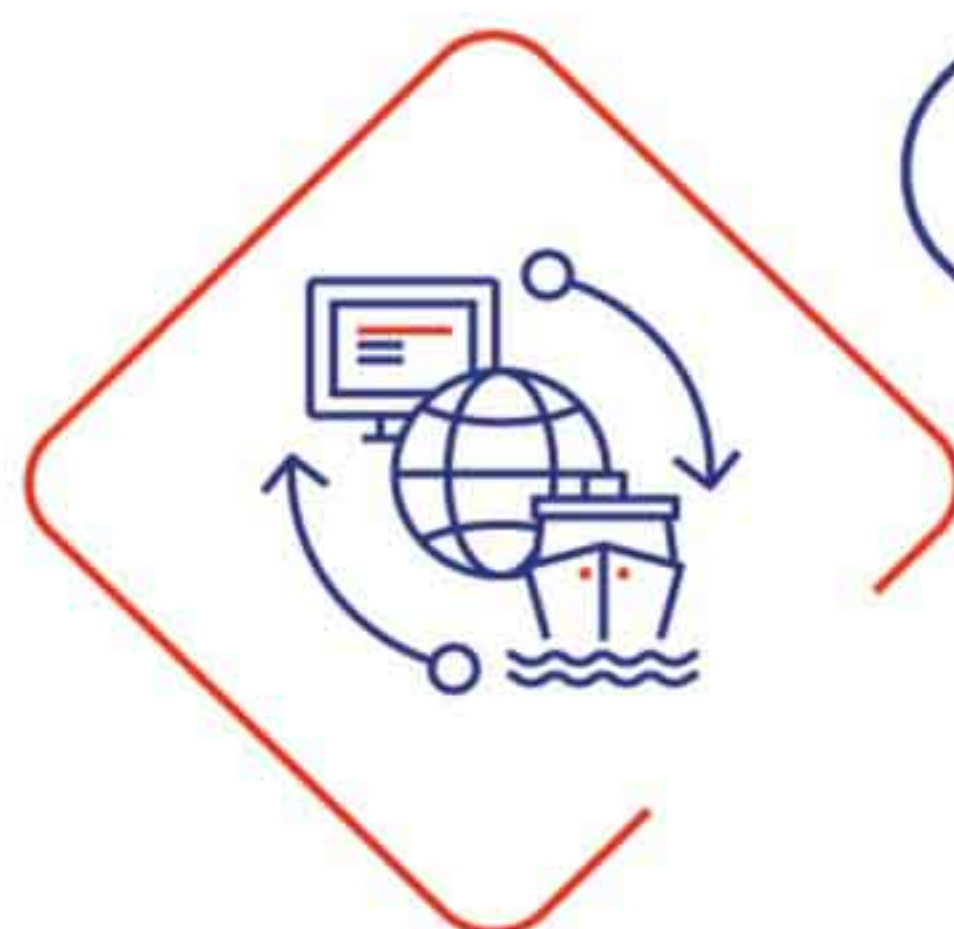
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Dear All,

Please note The Marex Bulletin Monday edition will not appear in print until the lifting of the lockdown in Mumbai.

However, the Online edition will be duly published and be made available on time.

Inconvenience Regretted.

MD

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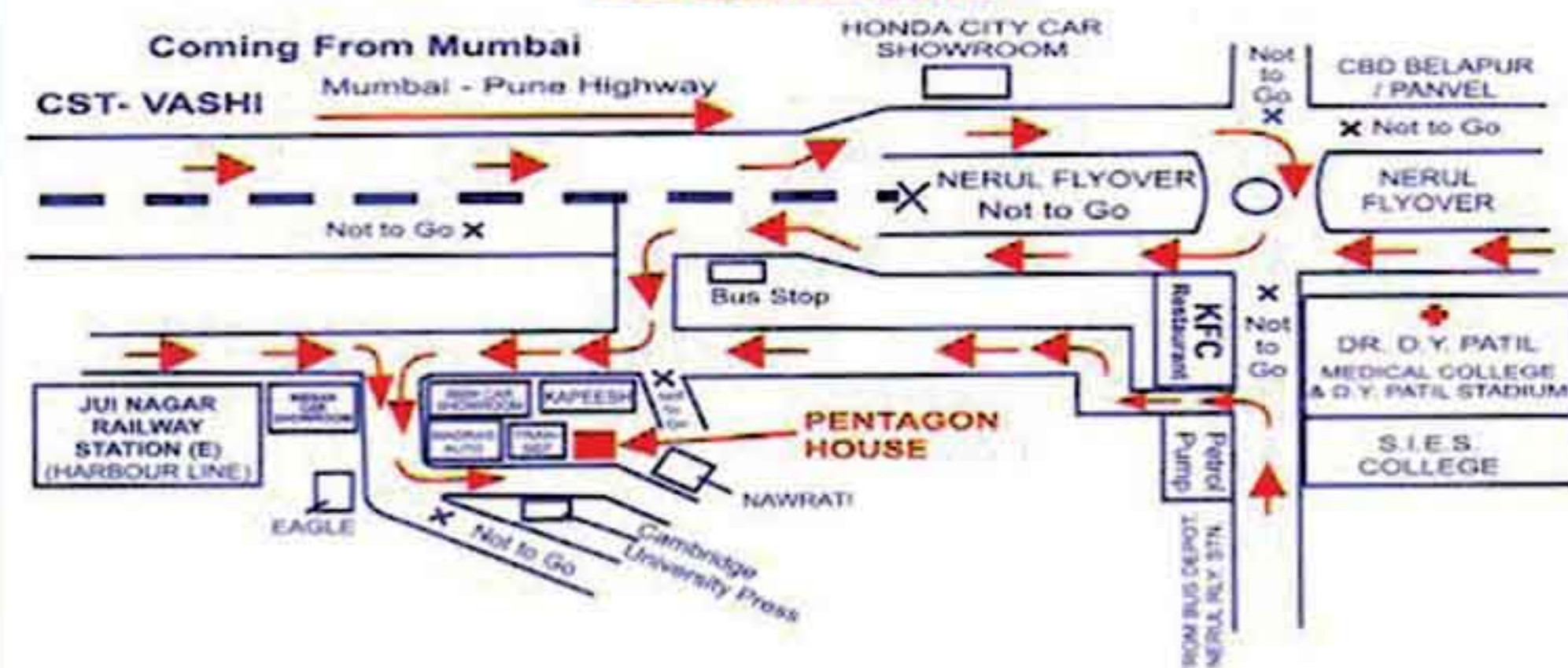
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APPROACH MAP

For Jui Nagar(East) Railway Station.
(400 meters from Jui Nagar Station)

APPROACH MAP



Walking distance (400 mtrs) from Jui Nagar (East) Rly Stn. towards Pune-Mumbai highway

BUS ROUTE : [List of BUS Nos. to Shirwane, Nerul (E)] : DADAR TL: 504LTD, 506LTD, WADALA(DEPOT) 504LTD, BYCULLA (E), HINDMATA, HOSPEKEM, HOSP, MAHATMA GANDHI, LAL BAUG, PAREL : 506LTD, SANTACRUZ(POLICE STATION) : 505 LTD

SKILL DEVELOPMENT & ENHANCEMENT MARITIME COURSES

NAME OF THE COURSE	HELD ON
1. Advance Vessel Handling	02 Days
2. Bridge Resources Management (BRM)	03 Days
3. Bridge Team Management (BTM)	03 Days
4. Bridge Team Resource management (BTRM)	05 Days
5. Engine Room Resources Management (ERM)	03 Days
6. Engine Room Team Management (ETM)	03 Days
7. H2S (Hydrogen Sulfide)	01 Day
8. IILP (Incident Investigation & Loss Prevention)	01 Day
9. RAM (Risk Assessment & Management)	01 Day
10. Shipboard Safety Officer (SBSO)	02 Days
11. Crew Safety	01 Day
12. Engine Room Familiarization	01 Day
13. HAZMAT	01 Day
14. FRAMO	02 Days
15. Crane Operator Course	01 Day
16. Steering Gear Course	01 Day
17. COW & IGS	02 Days
18. Large Vessel Handling	02 Days
19. Ice Navigation	02 Days
20. VOC (Volatile organic Compounds)	01 Day

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MISC's VLEC completes inaugural largest loading of ethane



Seri Everest, a very large ethane carrier (VLEC), has completed its inaugural full cargo loading which was the largest loading of ethane in the history of ethane shipping to date, Malaysian company MISC Berhad said.

On 17 January, the cargo was loaded under the supervision of Eaglestar, the appointed ship manager, at the newly constructed Orbit Ethane Export Terminal in Nederland, the United States.

Seri Everest is the first second-generation VLEC to export ethane out of the new terminal.

Delivered in late October 2020, the newbuild is also the first from a series of six VLECs that MISC purchased in July

2020. All the six VLECs are contracted to Zhejiang Satellite Petrochemical Co. Ltd. (STL) for a long-term charter of 15 years.

"We are pleased to add on another significant chapter at the start of 2021 with Seri Everest's first loading which is a historic one indeed, given that this accomplishment marked the first cargo loading for the largest VLEC of its kind currently operating in the market," Yee Yang Chien, MISC's President & Group Chief Executive Officer, commented.

"I believe this is the start to many achievements ahead in serving the market needs for ethane. The steady increase in trading volumes has allowed us to gain the first mover advantage as our vessels offer more cargo capacity to accommodate production growth."

Seri Everest is currently on the return of its maiden voyage from the US to the Lianyungang ethylene plant located in Jiangsu province, China.

Throughout its maiden voyage and during the operation, MISC and Eaglestar have adopted the new normal of robust safety measures and procedures including limited personnel onboard during operation, social distancing, and minimal close contact.

Earlier this month, MISC also accepted delivery of Seri Erlang, its second new VLEC, from South Korean Samsung Heavy Industries (SHI) shipyard.

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LEARN-O-WIN QUIZ?

1 When considering a vessel's stability, which spaces in a general cargo vessel are the best locations for the carriage of bulk grain?

- A) Deep tanks
- B) Tween-decks
- C) Lower holds at the ends of the vessel
- D) Lower holds

2 Life floats and buoyant apparatus shall be marked _____. (small passenger vessel regulations)

- A) the number of persons capacity the device is equipped for
- B) with the vessel's name
- C) with the vessel's name on all paddles
- D) All of the above

3 In commercial fishing, "cold water" means water where the monthly mean low water temperature is normally

- A) 39°Fahrenheit or less
- B) 44°Fahrenheit or less
- C) 49°Fahrenheit or less
- D) 59°Fahrenheit or less

4 Your vessel is being towed and back-up wires have been installed. Back-up wires carry the towing load in the event that the

- A) towing bitt or pad eye fails
- B) main towing hawser parts
- C) bridle legs part
- D) bight ring fails

5 The agency most concerned with a stowaway is

- A) Customs
- B) Immigration
- C) Public Health
- D) U.S.D.A.

6 Which of the chisels listed should be used for cutting oil grooves?

- A) Square nose
- B) Diamond point
- C) Round nose
- D) Flat cold

7 What type of HVAC system is ideally designed to serve a large public space?

- A) A single zone system
- B) A terminal reheat system
- C) A dual duct system
- D) A variable air volume system

8 To anneal a copper gasket, you should heat the gasket

- A) and let cool slowly in the air
- B) and quench it in oil
- C) and carbonize it
- D) cherry red and quench in water

9 To measure the circumference of a piece of pipe, you should use a

- A) hook rule
- B) flexible steel rule
- C) folding rule
- D) machinist's steel rule

10 What type of propeller consists of a flat disc set flush with the under surface of the vessel's hull with a number of vertical, rudder like blades projecting from it?

- A) Contra-rotating propeller
- B) Tandem propeller
- C) Helicoidal propeller
- D) Cycloidal propeller

For Answers See
B E L O W

01	A	EXCELLENT - 10-8 points	05	B	POOR - 1-4 points
02	D		04	A	
03	D		03	D	
04	A		02	D	
05	B		01	A	
06	C				
07	A				
08	D				
09	B				
10	D				

ANSWERS TO THE Learn-O-Win Quiz



Stolt Tankers to design and build low water tanker for BASF

Stolt Tankers has been commissioned by chemicals company BASF to help design and build a new tanker that can operate at extreme low water levels in the river Rhine.

The ship will be built by Mercurius Shipping Group and after scheduled delivery in 2022 Stolt Tankers will operate it exclusively for BASF.

The Rhine is a key waterway for the transportation of chemical in Europe, and during dry weather barges are unable to fully load, increasing transport costs and delaying products.

Stolt Tankers said that the new barge will still be able to pass the critical point in the Rhine near Kaub, carrying 650 tonnes of cargo even at a water depth of 1.60 metres, which is significantly more than any other tanker available today.

"This innovative inland tanker is designed with a unique draft and will set a new mark for the transport of cargo on the River Rhine, especially when water levels are low. Keeping products moving even when river levels are becoming more unpredictable," Lucas Vos, President Stolt Tankers commented.

"Following our experience with the low water levels of the Rhine in 2018 and based on our assessment that such events may occur more frequently in the future, we have taken a whole range of measures at the Ludwigshafen site to increase the security of supply for production. An important element of our considerations was to have a ship that can still reliably transport substantial quantities even at the lowest Rhine levels," says Dr. Uwe Liebelt, BASF European Site and Verbund Management.

The dimensions of the new ship are 135 metres by 17.5 metres, which is considerably larger than the standard tankers on the Rhine, which are usually 110 metres by 11.5 metres.

At average water depths it has a transport capacity of around 2,500 tonnes, twice that of conventional inland vessels.

In order to achieve a high load-bearing capacity with these ship dimensions, a hydrodynamically optimised hull with adapted propulsion was developed, Stolt said.

The ship is powered by three electric motors, which are fed by highly efficient stage v diesel generators of the latest generation with exhaust gas after-treatment. The ship is equipped with ten stainless steel tanks and three separate loading systems.

01 Crew Abandoned.

ITF Arab World and Iran Network Coordinator for the International Transport Workers' Federation (ITF). "Most of the crew have been on board for 14 months – and some have now spent over two years on board. These seafarers are simply asking Kuwait to replace them with a local crew so that they can go home to their families."

The ITF says that Ula's Qatari ship owner abandoned the ship in Kuwait. The AIS data seem to confirm this as the 37,222 dwt bulk carrier, which was built in 1982, has not registered a position in over a year and was last shown heading to Doha in Qatar.

When a ship is abandoned, the vessel's Flag State normally steps in to take action to assist the crew. This vessel was registered in Palau. The ship's registration was terminated in September 2020 and today the ship is officially considered to be flagless. "Palau has failed to do its job," says Arrachedi. "The ITF repeatedly raised the lack of provisions and wages owed, but no action has been taken."



The ITF became involved in the case after seeing the situation the crew finds itself caught in and turned to the authorities in the port for assistance. "Since the ship is now flagless, it is left up to the Kuwaiti maritime authorities to resolve the situation." Kuwait says the ITF has a legal and moral responsibility to assist these seafarers.

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New important quality standard for dry bulk sector announced

RightShip and INTERCARGO have today announced the launch of an important new quality standard for the dry bulk sector, DryBMS. The standard will be governed by a new NGO to be established later this year and will support the improvement of safety in the dry bulk segment.

Both RightShip and INTERCARGO have strongly and consistently advocated the need for significant improvements to dry bulk safety standards. In August 2020 both organisations combined their expertise to create a single framework for the whole industry.

Supported by the International Chamber of Shipping (ICS) and BIMCO, DryBMS now exists as a simple set of best practices and key performance indicators and raises the bar on safety, environmental and operational excellence.

RightShip's CEO Steen Lund says that he is confident that such a programme will be supported and adopted: "We are proud to launch DryBMS to the industry. The standard is a product of extensive collaboration with many stakeholders within the dry bulk sector.

"We believe that this ensures the program will be supported and adopted across the industry as a whole. The rapid delivery of the initial consultation document means that we are a step closer to providing consistent, meaningful safety expectations for the dry bulk industry.

"Handing the standard over to a new and independent NGO will ensure the standard is protected and governed with the industry's best intentions at heart."





Dimitrios Fafalios, Chairman of INTERCARGO agrees: "This is an important step, not only for the industry, but for the sector as a whole. We are all collaborating in a scheme that is being developed by the industry and for the industry, which will deliver a truly robust standard with the buy-in of those that the industry relies upon to implement and support it."

RightShip and INTERCARGO are grateful to the joint secretaries, project managers, the industry experts, as well as the observers from ICS and BIMCO, for their great support leading up to this important milestone.

"We cannot achieve the best possible result without input from a broad range of maritime organisations. Each viewpoint helps us gain a comprehensive insight into the needs and wants of our industry," added Dimitrios Fafalios.

"We would also like to recognise the leadership and contribution of David Peel, Martin Crawford-Brunt and everyone who played a role in this collaborative effort for the past two years," said Steen Lund.



David Loosley, Secretary General & CEO of BIMCO, said: "Safety, of people, environment and assets is the primary focus of DryBMS, but the anticipated cascading effect is operational

excellence which will benefit all stakeholders. We very much support this collaborative industry effort to develop a single standard and congratulate the efforts of RightShip and INTERCARGO in bringing this initiative to fruition."

Guy Platten, Secretary General of International Chamber of Shipping, said: "We're pleased to have worked closely with RightShip and INTERCARGO to bring this important new quality standard to the dry bulk sector. Shipping has, and always will, adhere to the highest possible standards and best practices. The introduction of DryBMS is yet another example of the industries continued efforts to raise the bar on safety, environmental impact and operational excellence."



Interested parties are invited to sign up for the DryBMS newsletter to receive regular updates regarding the development of the NGO and the finalised standard. The final draft version of the standard is now available to download on the DryBMS website, and the team will continue to review feedback sent to enquiries@drybms.org.

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Bright lights still ahead

Stolt-Nielsen issues its 4Q20 (September-November) results next Thursday being the usual Canary in the Coal Mine. We anticipate figures to be solid seeing the Chemical Tanker sector as one of the winners in the time of

pandemic. We moderately expect the quarter to be more comparable to 2Q20 numbers suggesting that 3Q was exceptionally strong, but even repeating 2Q would be a success in our view. The long-term view was



strengthened following the JV with John T Essberger, while the stock reacted positively to the news on Stolt Sea Farm exploring possible IPO. We raised our TP to NOK 150/sh keeping Buy recommendation for the stock.

Repeating 2Q20 would be a success in our view

Chemical Tankers still seem to be little impacted by the Covid-19 and shippers are coming out as winners with increased cargo of packaging and healthcare more than offsetting auto and construction related products. Thus, we anticipate a solid 4Q20 figures to be reported next week by Stolt-Nielsen. An outstanding 3Q might not be repeated, but we would value the quarter as successful if 2Q20 figures would be reached. We expect NOK 127m in EBITDA and NOK 53m in EBIT, while the bottom line is projected at NOK 16m.

Stolt Tankers and John T Essberger announced Joint Venture

Stolt Tankers has entered into a joint venture with the John T Essberger Group for the operation of their combined parcel tanker fleets trading within Europe. The combined fleet would consist of 48 vessels (34 tankers belonging to JTE) ranging in size from 2,800 to 11,300 dwt. The new JV is called E&S Tankers and the mutual operations had to start on January 1st this year.

Stolt Sea Farm exploring a possible IPO

The biggest news recently was an official announcement that Stolt Sea Farm has engaged financial advisers to explore a potential listing in Oslo during 2021. SSF specializes in turbot and sole production and provided ambitious growth expectations - going from 7,270 tonnes of production annually to 9,600 tonnes by 2025 and 23,300 tonnes by 2035. Using EV/EBITDA multiple of 10 for the segment we arrive at the value of around NOK 950m with estimates for 2021 (NOK 16/sh), but if we take the strong growth by 2035 into account, the discounted value stands at NOK 1.25bn (NOK 21/sh), which is roughly equal to the last reported asset value of SSF. While we saw talks in the media of NOK 3bn+ valuation, we suggest that anything past NOK 1.25bn value would count as a successful spin-off.

Buy is reiterated with a TP of NOK 150/sh (NOK 120/sh previously), while our eyes were raised from just the quarterly results to the IPO value of SSF.

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Shipping crisis



"We were paying £1,600 per container in November, this month we've been quoted over £10,000," says Helen White.

The founder of start-up Houseof.com, which imports lighting from China, says the rise in shipping costs means she's making a loss on what she sells.

She's one of many UK importers facing soaring freight costs amid a global shipping crisis that may last months.

A shortage of empty shipping containers in Asia and bottlenecks at

the UK's deep sea ports are behind the problems.

It was hoped the backlogs could be cleared during the Chinese New Year holiday in February, but instead a coronavirus outbreak in China is adding to the uncertainty facing firms.

In the UK the difficulties in international shipping have coincided with problems faced by businesses trading with the EU after Brexit.

One Manchester-based freight forwarder said the logistics industry is facing the most challenging conditions he's seen in the 17 years he's been in the business.

Craig Poole from Cardinal Maritime said during lockdowns, people have been turning to online shopping, and that's causing a surge in demand for goods from China.

But some companies can't absorb the skyrocketing freight costs that shipping lines are charging. That could

lead to higher prices for consumers or businesses having to close.

"The really unfortunate thing is, the small businesses who can't afford to pay those rates are going to go under as a result," Mr Poole said.

'Making a loss'

Helen White's lighting range is designed in the UK and manufactured in Guangzhou, China.

She said the six-fold increase in shipping costs is hard to take, especially when getting hold of a container "is like gold dust".

"It's really hard for a small business to absorb those costs. We'll be making a loss on the goods we're selling."

At the other end of the supply chain, Chinese manufacturers and logistics firms say they are equally frustrated.

Johnny Tseng is the owner and director of J&B Clothing Company Ltd., which manufactures garments for some of

the UK's most popular fashion sites including Boohoo and Pretty Little Thing.

He's been supplying clothes to British retailers for more than 40 years, but he says his family-run firm won't be able to absorb inflated shipping rates for much longer.

"To be honest I don't even know how we can survive if we carry on shipping things at this kind of cost."

He says he's now being quoted \$14,000 to ship a container to the UK, when the usual price is \$2,500.

The shortage of empty containers in China and congestion at UK ports caused some of his stock to miss the busy Christmas trading period. Now some customers are holding orders for their Autumn-Winter collections until next year.

"It's chaos," he said. "We are making a loss. We take it as a loss leader and keep our fingers crossed it will go back



to normal after Chinese New Year, but it is a major issue if it persists this way."

'Months of delay'

Usually during the Chinese New Year holiday, factories in China shut down for two weeks. There were hopes the pause in production would give UK ports a chance to clear the backlog of ships waiting to dock, and encourage shipping lines to move more empty containers back to Asia, which is a less profitable journey.

But rising numbers of coronavirus cases have prompted the Chinese authorities to stagger factory closing dates so that not all workers are travelling to their home regions at the same time. A worsening outbreak could lead to travel restrictions, in which case some factories may not stop production at all.

Craig Poole says some companies have been caught out by factories closing earlier than planned.

"A lot of businesses that can't get those

goods away are delaying orders until after Chinese New Year, so this situation could continue 'til March," he said.

Patrick Lee from the Hong Kong-based Unique Logistics International said it could be even longer than that.

"Middle of the year at the earliest is what we're hearing from end customers in the UK, and also from some of our people in the industry. Some of the carriers as well," he said.

Full capacity

Mr Lee has called on the shipping lines to add more ships to help ease the backlog of stock orders building up at warehouses across China.

"They are increasing sailing but can increase a lot more. There are idle ships out there that they can reactivate without too much difficulty," he said.

But a spokeswoman for the World Shipping Council said carriers are using all available capacity.

"The demand for transportation service far exceeds supply. As in any free market, this puts upward pressure on rates," she said.

UK premium

Shipping lines have been trying to drive down demand from British importers by charging a premium for deliveries to the UK, or bypassing the country's ports altogether.

One shipping line recently offered freight rates of \$12,050 for a 40ft container from China to Southampton, but charged just \$8,450 for the same container to travel from China to Rotterdam, Hamburg, or Antwerp.

The UK's largest container port at Felixstowe has been experiencing long delays since October. Congestion has also been a problem at the Port of Southampton, albeit to a lesser extent.

The bottlenecks were initially caused by a surge in imports as business activity picked up after the first wave of the pandemic. Huge shipments of PPE

and the usual Christmas rush added to container volumes and ports struggled to cope.

"Most of the carriers just don't want UK cargo because of the issues when the vessels dock, so mainly they're favouring European ports and we are having to truck containers over," said freight forwarder Craig Poole.

He said that adds a cost of up to £2,000 per container, and takes an extra seven to ten days to reach the delivery point in the UK.

For business-owners like Helen White, the difficulties affecting global shipping can't be solved quickly enough.

"Lots of little start-ups are really hurting," she said. "It has been paired with logistical nightmares across Europe as well. It just feels like logistics is falling apart at the moment. It's hard to see where the resolution is."

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Accelerating Digitalization

Better digital collaboration between private and public entities across the maritime supply chain will result in significant efficiency gains, safer and more resilient supply chains, as well as lower emissions, a new report shows.



MAKHTAR DIOP
World Bank Vice President for Infrastructure

The World Bank and the International Association of Ports and Harbors (IAPH) on 21 January released the report – Entitled Accelerating Digitalization: Critical Actions to Strengthen the Resilience of the Maritime Supply Chain.

Maritime transport carries over 90 per cent of global merchandise trade, totaling some 11 billion tons of cargo per year. Digitalizing the sector would bring wide-ranging economic benefits and contribute to a stronger, more sustainable recovery, according to the report.

Specifically, the report describes how collaborative use of digital technology can help streamline all aspects of maritime transport, from cross-border processes and documentation to communications between ship and shore, with a special focus on ports.

As explained, a COVID-19 crisis has evidenced a key benefit of digitizing waterborne and landside operations — meeting the urgent needs to minimize human interaction and enhance the resilience of supply chains against future crises.

“In many of our client countries, inefficiencies in the maritime sector result in delays and higher logistics costs, with an adverse impact on the entire economy. Digitization gives us a unique chance to address this issue,” Makhtar Diop, World Bank Vice President for Infrastructure, pointed out.

“Beyond immediate benefits to the maritime sector, digitalization will help countries participate more fully in the global economy, and will lead to better development outcomes.”

“The report's short and medium term measures to accelerate digitalization have the proven potential to improve supply chain resilience and efficiency whilst addressing potential risks related to cybersecurity. However, necessary policy reform is also vital,” Patrick Verhoeven, IAPH Managing Director of Policy and Strategy, said.

“Digitalization is not just a matter of technology but, more importantly, of change management, data collaboration, and political commitment,” he added.

Although the International Maritime Organization (IMO) has made it mandatory for all its member countries to exchange key data electronically (the FAL convention), a recent IAPH survey reveals that only a third of over 100 responding ports comply with that requirement. The main barriers to digitalize cited by the ports were the legal framework in their countries or regions and persuading the multiple private-public stakeholders to collaborate, not the technology.

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Coal Standoff Drags On



At this point in the COVID-19 pandemic, seafarers have become all too used to bureaucratic obstacles to crew change. But a different form of inertia has stranded more than 60 bulkers and their crews off the coast of China, where they await resolution to a diplomatic standoff between Beijing and the government of Australia.

According to shipbroker Braemar ACM, as many as two dozen Capesizes and four dozen Panamax bulkers were awaiting permission to offload cargoes of Australian coal at ports in northern China as of last week. Some have been there since last June, but their cargoes may not be coming ashore soon: Beijing is blocking the importation of Australian coal, a retaliatory response to the Australian government's call for an investigation into the origins of COVID-19 in Wuhan. Meanwhile, the bulkers' crews are stuck on board and cannot be exchanged - at least, not without leaving Chinese waters first.

About two dozen of these ships are managed by Wallem Group, and Wallem CEO Frank Coles called for immediate action by Chinese regulators.

"Except in very rare cases China will not allow crew changes for anyone other than Chinese seafarers," he wrote in an open letter. "COVID is the reason given, but this is hardly credible for these sailors on ships at anchor for the last six months. This is isolation at the highest level. They are obviously COVID-free."

Barring an unlikely change in Chinese policy, the charterers and owners should make their own arrangements to exchange crews, he said, making a short trip to a friendlier port state if needed. The Indian bulker Jag Anand did exactly this on January 10, departing her anchorage off Tangshan and sailing to Chiba, Japan, where she exchanged her 23 crewmembers and sent them safely home to India. According to Coles, this could be done by other vessels if the charterers would allow it.

"Shipowners could sail the ships to other countries and change the crew and then come back and join the line. However, the charterers, the owners of the cargo, do not agree [and] do not support losing their place in the line," Coles wrote. "Money over people, the best example of the disrespect and attitude to seafarers in the maritime industry, and especially by charterers."

Coles made clear that he does not expect the situation to change. "It must be time for China to do the sensible thing and allow these crew changes to happen," he said. "If not, then the charterers must see sense, the relationship between owners and charterers on off-hire must be voided in this situation. But then again, I am expecting charterers to carry about human welfare. Wishful thinking it seems."

Coles has since stepped down from his post at Wallem and will be pursuing new ventures in seafarer advocacy.

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SHORE VACANCY

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Location : Mumbai.

Contact : Bhalla.a@damicoship.com, recruit.in@damicoishima.com

ASSISTANT TO MARINE SUPERINTENDENT For SQE and VETTING TASKS At Ship Manning Company, Mumbai

• To Assist Marine Superintendents in handling SQE, Vetting & Security tasks.

• Updating of company SMS documents and assist in Office audits.

• Sailing experience as deck officer up to 2nd officer or relevant experience in Shore job with similar profile : Marine / HSSEQ / Vetting Dept.

• Graduate with proficiency in computers specially Word/ Excel / Power Point with proficient typing speed

• Excellent Communication Skills.

DOCUMENTATION EXECUTIVE, Mumbai

• Graduate with proficiency in computers. • At least 2-3 years of experience with similar profile.

• Knowledge of STCW Certificate. • Knowledge of flag State documentation.

ACCOUNT ASSISTANT with Experience in Vessel Accounting, MUMBAI OFFICE

• Checking Vessel Reports & payslips. • Handling P & I cases. • Good in email communication with vessels.

• At least 2-3 years of experience with similar profile.

Interested applicants could email your CVs to recruit.in@damicoishima.com

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