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MONDAY, 12 JULY 2021
info@marexmedia.com

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www.himtmarine.com

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Conversion of STCW'95 to STCW 2010

MODE	DURATION	DATE
Online	2 Weeks	July 26

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<http://noti.nusiitf.in/>

QR Code for NOTI Course Schedule

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TYPE APPROVED MARITIME TRAINING PROGRAMME DNV-GL STUDY
IMCA Member
ACCREDITED BY The Nautical Institute



Mr Sarbananda Sonowal

Mr Sarbananda Sonowal given charge of PSW Ministry

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LPG's - Below ranks with LPG experience and GAS & CHEMICAL DCE

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VLCC Tanker - Below ranks with experience and Valid US C1D Visa

- 3rd Engineer, ETO, AB, Pumpman with Watchkeeping Certificate, Fitter with Watchkeeping Certificate, Oiler and Chief Cook

Candidates to apply directly on link <https://osm.no/candidate/register/>

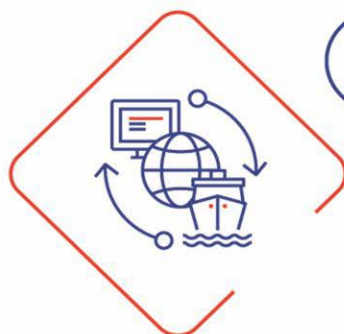
Mumbai Office

Contact Person :

Mr. Sanjeev Srivastav, Mob: +91 9819751002 / Mrs. Viraya Mascarenhas | Phone : +91 22 49742233

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40432338

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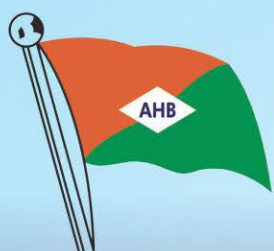
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Sr. Deck Off. - Capt. Sanjay Upreti (022-66613209)

Jr. Engrs. - Ms. Shalet Lobo (022-66613115)

Jr. Deck Off - Ms. Janet Almeida (022-66613159)

Ratings - Mr. Suhas Gangan (022-66613595)

Apply in person or send your application by email to :

Email : fleet@greatship.com; Website : www.greatship.com

The Institute is looking for full time/visiting **Marine Engineering/Nautical Faculty** (preferred age group 50-60 yrs.) who have a passion & flair for teaching. The applicant should hold MEO Class 1 Certificate of Competency (Motor) with sufficient experience in rank as Chief Engineer of a Merchant Ship or Master of Foreign Going ships with sufficient professional experience in rank. Candidates with experience of working on Tankers and with teaching experience in Maritime Institutes having undergone TOTA/VICT courses will be given preference.

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CHIEF OFFICER

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CHIEF OFFICER

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RATINGS

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CHEMICAL TANKERS (Parcel Tankers)

PUMPMAN | ABLE SEAMAN | OILER (preferred with US Visa)

VLCC

ABLE SEAMAN | ORDINARY SEAMAN | OILER

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- ◆ FIRST ASSISTANT ENGINEER
- ◆ SECOND OFFICER (with mates coc)
- ◆ SECOND ASSISTANT ENGINEER
- ◆ GAS ENGINEER
- ◆ ETO

CONTACT PERSONS:

Dr. Sanjay Bhavnani | Capt. H. K. Engineer | Capt. A. Dayal
Capt. K. Vaze | Mr. A. Achuthan | Ms. Deeksha Malpe

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Fax: 91 22 6696 0183, Email : apply@mms-india.com
Officers - Ms Deeksha Malpe - Mob : 91 98216 66348
RATINGS - Capt Ajitpal Singh Arshi — 8291105602 |
Ms. Sukhpreet K. Chahal - 8291821227

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NEW DELHI : 115, First Floor, Rectangle 1,
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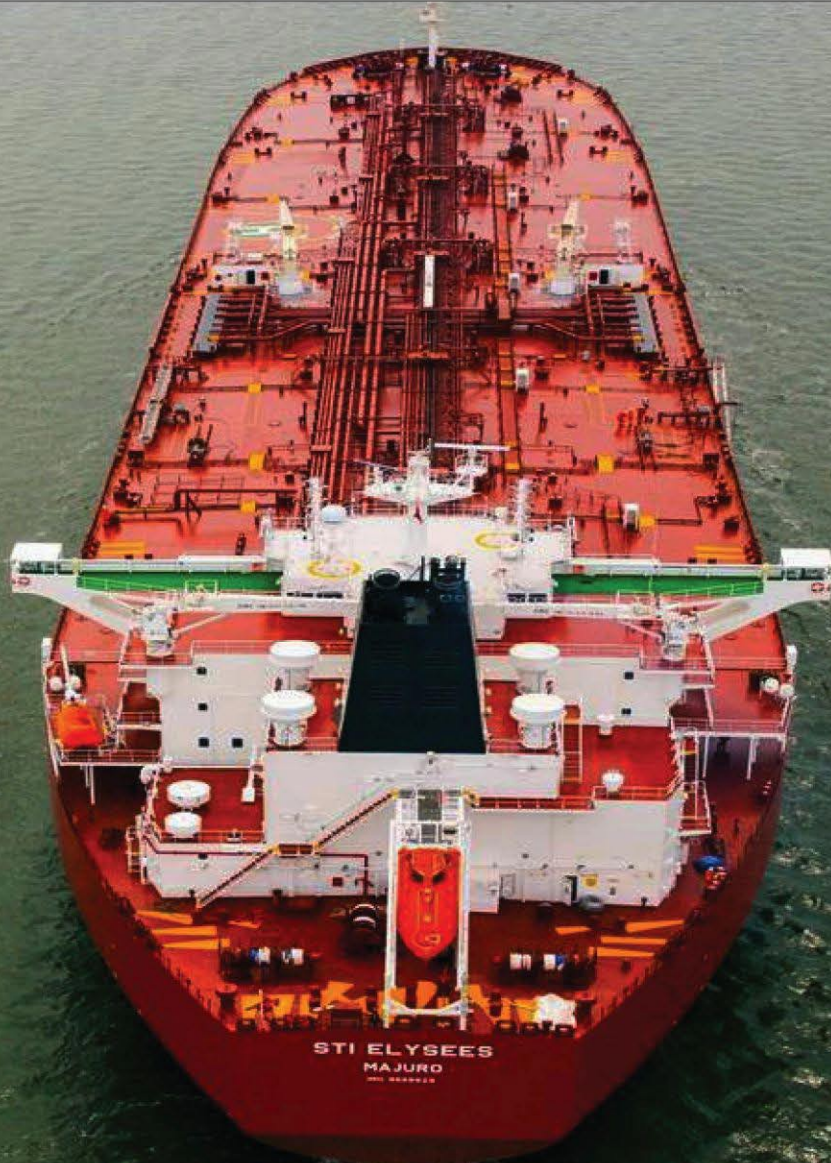
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CMMI is pleased to announce the commencing of 'Part C' of EXTRA MASTER's on-line classes on **2nd August, 2021**

Those desirous are requested to register themselves for 'Part C' of EXTRA MASTER's on-line classes.

Bookings for this course can be made on-line through our website www.cmmi.co.in

The typical EXTRA MASTER's on-line classes shall consist of three Parts (**Part A, Part B, Part C**), in addition a dissertation (**Part D**).

The sub-modules for 'Part C' are as below.

- 1. EM301** - Marine Environment Management
 - 2. EM302** - Port Management
 - 3. EM303** - Commercial Shipping Management
- All course materials, references, classroom and training videos are uploaded and available online on <http://www.extramasters.com/>

1. Upon registration, candidate will be provided unique ID and password.
2. Using the ID they will be able access all above course materials from <http://www.extramasters.com/>
3. Note: No hardcopy / printout will be provided.
4. There will be training session on weekends along-with Q&A session.
5. Additionally; any queries and doubts will be addressed by trainer over Email or WhatsApp.
6. There will be internal assessment after every sub-part of the module is over.

Each Part will take 3 months + exams = 4 months duration. Passed Part will be valid for lifetime.

Examinations will be conducted by 'The Directorate General of Shipping'.

Date of commencement of on-line classes for 'Part C' is **2nd August, 2021**.

Presently, the course will be available only for candidates holding Indian Certificate of Competency.

The course fees will be INR 25,000 plus taxes (INR 29,500) for each Part for CMMI Members.

The course fees will be INR 30,000 plus taxes (INR 35,400) for each Part for Non- Members.

Please get in touch with Master / Capt. B. K. Jha for exam related query on e-mail master@cmmi.co.in

For booking information, you may get in touch with Capt. Sasikumar S. (CEO) ceo@cmmi.co.in

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Course	Duration	Commencing	Course	Duration	Commencing	Course	Duration	Commencing
1 ASM	45 Days	01.03 / 01.05 / 01.07 / 01.09 / 01.11	1 STCW (BSST)	15 days	Every Monday	1 PST REF	1 day	Every Wednesday & Friday
2 CHIEF MATE PHASE II	3 Months	15.03 / 15.06 / 15.09 / 15.12 / 15.03	4 Course			(without practical)		
3 CHIEF MATE PHASE I	3 Months	15.02 / 15.05 / 15.08 / 15.11 / 12.02	2 STCW (BSST) + STSDSD Course	20days	Every Monday	2 FPFF REF (Candidate has to physically attend the practical on his own)	1 day	Every Tuesday & Saturday
4 2ND MATE E.G.	4 Months	15.02 / 15.04 / 15.06 / 16.08 / 15.10 / 15.12	3 STSDSD	3 days	Every Monday	3 MFA REF	1 day	Every 2nd Thursday of the month
5 NWKO (NCV)	4 Months	15.02 / 15.04 / 15.06 / 16.08 / 15.10 / 15.12	4 OTFC + CTFC	8 days	Every 1st & 3rd Monday of the month	4 MEDICAL CARE REF	2 days	Every 4th Thursday & Friday of the month
SIMULATOR COURSES			5 GTFC	6 days	Every 2nd & 4th Monday of the month			
1 GMDSS	2 weeks	Every 1st Monday of the month	6 SSO	3 days	Every alternate Thursday			
2 ROC	2 weeks	Every 3rd Monday of the month	7 MFA	4 days	Every 2nd Monday of the month			
3 ARPA	7 days	Every 1st Monday of the month	8 MEDICAL CARE	2 weeks	Every 3rd Monday of the month			
4 RANSCO	7 days	Every 2nd Monday of the month						
5 ECDIS	7 days	Every 2nd Monday of the month						
6 LIQUID CARGO HANDLING COURSE - MANAGEMENT (LCHS)	7 days	1st Monday of the month						
7 SMS	7 DAYS	3rd Monday of the month						

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2) Remit money in

* Account Name : TARA MEERA EDUCATION TRUST, Account No : 006120100004783, Account Type : Current Account, Bank Name : Bank of India, Branch : Versova C & P Branch, IFSC Code : BKID0000061, Branch Code : 000061, MICR code : 400013054

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3) E-mail the Bank Receipt to MMTI or phone for confirmation. 4) In Outstation Booking



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Chief Officer	24 months	Prod/Chem
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Baltic index gains

The Baltic Exchange's main sea freight index, which tracks rates for ships carrying dry bulk commodities, rose on Thursday as capesize vessel rates firmed.

The overall index, which factors in rates for capesize, panamax and supramax shipping vessels, rose 40 points, or 1.2%, to 3,281.

"Looking ahead, we believe the global economic recovery and infrastructure spending by various governments will drive increased demand for dry bulk commodities, further supporting shipping rates," analysts at Jefferies said in a note.

The capesize index was up 150 points, or 4.3%, at 3,649.

Average daily earnings for capesizes, which typically transport 150,000-tonne cargoes of coal and steel-making ingredient iron ore, increased by \$1,242 to \$30,260.

The panamax index dropped 22 points, or around 0.5%, to 4,128, falling for a fourth straight session.

Average daily earnings for panamaxes, which usually carry coal or grain cargoes of about 60,000 tonnes to 70,00 tonnes, reduced by \$195 to \$37,152.

The supramax index fell 12 points to 2,897.

Singapore supports global initiative to vaccinate foreign seafarers

Singapore's maritime sector will work with local and global stakeholders to vaccinate foreign seafarers, said Senior Minister of State for Transport Chee Hong Tat.

The vaccination at Singapore's ports will use a separate pool of vaccines outside the national stockpile, and could include vaccine types not currently under the national programme, he said.

This comes in response to the International Maritime Organisation's (IMO) call for seaports around the world to make vaccinating sea crew members, many of whom are not their citizens, a priority.

The IMO or the shipping industry will have to secure the vaccines for ocean-going seafarers, Mr Chee said at the opening of the International Chamber of Shipping Leadership Insights series on Wednesday (July 7).

Singapore will then vaccinate them according to procedures that are safe and tight, developed here by Singapore's shipping association, port operator, maritime unions and the Maritime and Port Authority of Singapore.

Maritime stakeholders in Singapore are currently working out the protocols, Mr Chee added.

"As a global hub port and international maritime centre, Singapore strongly supports this initiative. It is key that we continue to balance public health risks and provide vaccination to the crew," he said.

Vaccinating sea crew strengthens the resilience of global supply lines, including to Singapore, by reducing the rate of infection among shipping crew often cooped up for months in the same vessel.

It also reduces the health risks for Singapore port workers and shore-based personnel, who could, if exposed to the virus, pass on the virus to the community, Mr Chee said.

Singapore is one of the first countries in the world to prioritise the safety of seafarers amid Covid-19 by, for instance, creating "safe corridor" procedures for the changing of a ship's crew here.

Since March last year, 145,000 crew changes have been done here, without any infection spreading from crew members to the community. The same "tried-and-tested" processes can be used in creating a vaccination procedure for these crew members, Mr Chee said.

Singapore, as a major maritime hub, has played its role to keep global supply chains flowing before and amid Covid-19, he said in his speech.

Port operator PSA has digitalised its ports and platforms to streamline processes of port clearance and vessel maintenance, making the transportation of goods faster and more efficient.

Following the Suez Canal blockage in March, PSA also successfully cleared 45 Singapore-bound container vessels that were badly behind schedule in 15 days.

In September 2019, when India banned the export of some perishable staple goods like onions, PSA found an optimised route to ship these from South-east Europe instead. By doing so, the goods could arrive in 23 days, down from 51 days if the route had not been optimised.

"Without these time savings... the onions could have sprouted and become spring onions," he quipped.

As the shipping industry focuses on the transport of cargo and not the movement of people, it has not been as badly affected as other transport industries like aviation. Nevertheless, it has experienced vessel delays, congestion at major ports and an increase in freight rates, with many carriers now having to add new containers and ships to meet the increased demand for sea transport.

Container manufacturers right now have their production facilities fully booked till at least August, and orders for new container ships in the first five months of this year were nearly double that of 2019 and 2020 combined.

This makes efficiency rates at ports like Singapore particularly important.

On another key hope of the shipping industry - the switch to new, carbon-neutral fuels like ammonia and hydrogen to reduce the industry's footprint - Mr Chee said Singapore has established a maritime decarbonisation centre and supports the introduction of a global carbon tax in the medium- to longer-term.

While it is not yet clear what the zero-carbon shipping fuel of the future will be, Singapore backs the setting up of an International Maritime Research and Development Board and an IMO Maritime Research Fund, which will mandate a US\$2 contribution by parties for every tonne of fossil fuel used, he said.

"We must adopt a long-term view in shipping and port operations. While we cannot be certain what the next major crisis will be, there is one longer-term challenge we know we will have to face, that is climate change and the environmental sustainability of shipping," he said.

The shipping industry currently contributes about 2 per cent of all global carbon dioxide emissions.

The IMO has set a target to reduce total greenhouse gas emissions from international shipping by at least 50 per cent by 2050, and to achieve zero emissions as soon as possible within this century.

Have a great week ahead!

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COURSE SCHEDULE, w.e.f. 17th MAY 2021

No.	Name of DGS APPROVED COURSE	Duration	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	Fees(Rs.) per month	Total No. Of Seats Sanctioned	
			2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2022	2022			2022
Competency Courses * (Online Classes)			As per the Course Starting Dates notified by the Directorate General of Shipping														
1	2 nd Mate(FG)	4 months	15(GF)		15(FF)		16(GF)		15 (FF)		15(GF)		15(FF)		9,500/- p.m.	39(FF) + 36(4 th F) &36(GF)	
2	Chief Mate Phase I	3 months		17			16			15			15		15,000/- p.m.	40& 36 (II Batch)	
3	Chief Mate Phase II	3 months			15			15			15			15	16,000/- p.m.	39 (I) & 39 (II Batch)	
4	ASM (FG)	1½month		3		1		1		1		3		1	20,000/- p.m.	36	
5	MEO Class IV Prep (Non DG)	2 months	1	3	1	1	2	1	1	1	1	3	1	1	5,000/-p.m.	24	
Modular Courses (*) Online Classes as per DG approval			MAY 2021		JUNE 2021		JUL 2021		AUG 2021		SEP 2021		OCT 2021		Course Fees		
6	Adv. Oil Tanker (TASCO) *	10 days	10		14		12		9		13		11		6,300/-	12	
7	SSO *	3 days	3, 17		7, 21		5, 19		2, 16		6, 20		4, 18		6,300 /-	12	
8	STSDSD * (on request)	2 days	6, 20		10, 24		8, 22		5, 19		9, 23		7, 21		3,300/-	12	
9	Medical Care # 8 D(T)+2D(P)	8 days(T)	17		15		12		16		13		11		12,300/-	24	
10	Medical First Aid # 3 D(T)+1D(P)	3 days(T)			7,28		22		19		23		21		3,300/-		
11	Medical Care Ref*# 1 D(T)+1D(P)	1 day (T)	27		10, 25		8, 29		12, 26		9,30		7, 28		2,800 /-		
12	MFA Refresher* # 1 D(T)+1D(P)	1 day (T)	28		4, 26		9, 30		13, 27		10		1, 8, 29		1,800 /-		
Simulator Courses in the Institute as per DG approval																	
13	ARPA	5 days	DUE TO LOCAL LOCK DOWN NO BOOKINGS ARE ACCEPTED													5,500/-	06
14	RANSCO	6 days														10,500/-	03
15	SMS	5 days														30,000/-	03
16	LCHS (Oil)	5 days														15,000/-	03
17	ECDIS	5 days														8,000/-	12
Modular course both online and offline as per DG approval																	
18	ROC	10 days	DUE TO LOCAL LOCK DOWN NO BOOKINGS ARE ACCEPTED													8,500/-	12
KINDLY NOTE THAT DATES AND FEES FOR THE COURSES ARE SUBJECT TO CHANGE WITHOUT NOTICE																	

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FCI Arb, General Counsel & Company Secretary, Wah Kwong Maritime Transport Holdings, Ltd

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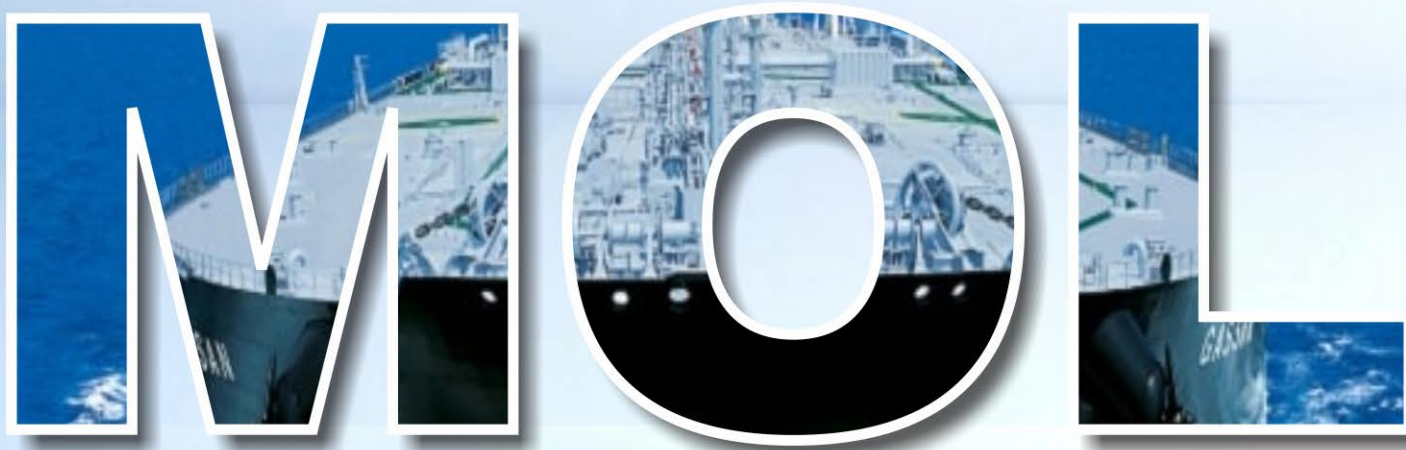
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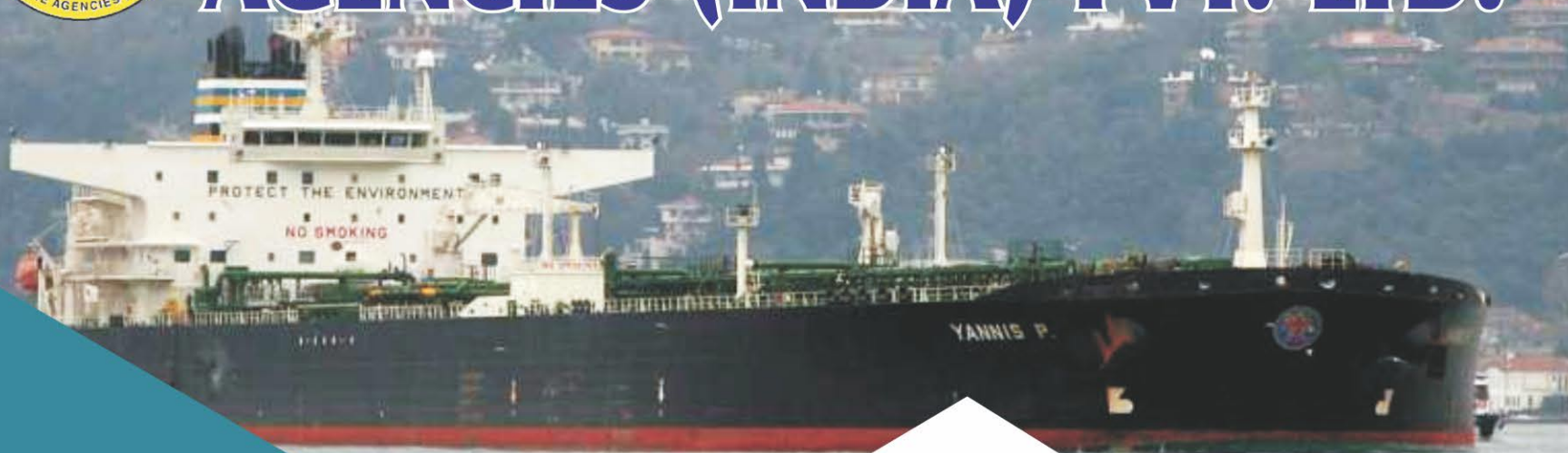
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LIST OF CANDIDATES

SR. NO.	NAME OF CANDIDATE	SR. NO.	NAME OF CANDIDATE	SR. NO.	NAME OF CANDIDATE
1	Capt. Aindley Virendra Nath	17	Capt. George G. K.	33	Capt. Phadnis Girish Jagadish
2	Capt. Bhambhani Shailesh	18	Capt. Gill Joginder Singh	34	Capt. Pradhan Kaustubh Vasant
3	Capt. Bhandarkar Vivek K.	19	Capt. Gupta Pawan Kumar	35	Capt. Pramod Kumar Singh
4	Dr. (Capt.) Bhardwaj Suresh	20	Capt. Gyanendra Singh	36	Capt. Rai Karanjit Singh
5	Capt. Bhargava Rahul	21	Capt. Halbe Shivanandan M.	37	Capt. Rangnekar Prashant Sadanand
6	Capt. Bhasin Mahendra Pal	22	Capt. Harjit Singh	38	Capt. Rao Mallikharjuna Ajjarapu
7	Capt. Chadha Kamal Harcharandas	23	Capt. Jha Birendra Kumar	39	Capt. Santhakumar M.
8	Capt. Chandramowleeswaran R.	24	Capt. Karanjikar Gajanan Bhalchandra	40	Capt. Serpes Sheldon
9	Capt. Chaudhary Kedar P.	25	Capt. Khalape Akbar Mahammed	41	Capt. Srivastava Chandra Mouli
10	Capt. Dayal Ruchin Chandreshwar	26	Capt. Manoj Kumar	42	Capt. Subramaniam Harihar
11	Capt. Diwan Praveshchand Premchand	27	Capt. Naik Mohan Vasant	43	Capt. Sujana Karamjit Singh
12	Capt. Dubey Chhote Lal	28	Capt. Nambiar R. V. Rajesh	44	Capt. Sushant Kumar
13	Capt. Dutta Kaustuv	29	Capt. Naresh Kumar	45	Capt. Tandon Rajesh
14	Capt. Gadpande Suneha	30	Capt. Nigam Prabhat	46	Capt. Tipnis Aniruddha Vasant
15	Capt. Gangaadharan Ajay	31	Capt. Panda Tapan Kumar	47	Capt. Varma Rahul
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Machine Learning Models

Ten years ago, the shipping industry (and most other industries for that matter) participants came to the realisation that it was going to be affected greatly by data, data capturing, data analytics and subsequently data driven decision making. However, as is many times the case with large disrupting events, the details on how it would be affected, how data was to be used, was not clear, neither was the timeline.

Today, some 30 years since the first use of the term Big Data. The data series that we are currently gathering in relation to shipping, is so large and complex that it cannot be analysed, managed or sometimes even handled by humans. A small pocket of stronger demand for freight or a small section with an oversupply of tonnage causes ripples through the market. This makes the breadth and diversity of information that can and should be used in picking signals very large. Even when looking at small markets, with small number of factors involved, like a single cargo route, one can no longer digest and manage all the available data in a way that it can help make an educated guess.

However, it appears to many that we are still witnessing the commencement of the data disruption cycle. This view is shared amongst those that are seeing the increasingly accurate outputs of the machine learning models. Apart from a plethora of primary data, i.e. AIS data, fuel consumption, commodity prices, bunker prices, commodity spreads between locations etc, we are starting to have what can be coined as “new data” or perhaps derived data. This is forecast data that is the output of Machine Learning models (ML) that can be used by other ML models to forecast other values and so on.

Training a Supply and Demand ML model using historical Ballast vessels in order to forecast the available tonnage in an area 3 weeks from now was optimal until very recently. However, we can now feed it Ballast vessel number forecasts that are being produced by other ML models whose accuracy we can quantify and measure. Same goes for Soybean crush spread, bunker price etc. The more accurate the models become in forecasting, the more information and data we

transact. We know the ML models are getting better because their accuracy in forecasting the future state of the market is superior to the “forecast” of the market participants themselves, the futures market.

The fact that the ML models are better forecasters than the futures financial market brings up more uses and more applications in this very volatile market. If one has a more accurate curve than the forward curve itself then the FFA curve is only used as a means of marking the potential close out of my existing position to market or my ability to hedge a forward position. If I want to make more realistic decisions on the potential outcome of the forward market, then the ML model results and forward curves are more useful. This applies to Sale and Purchase decisions of vessels, Financial Cash flow evaluations, NPVs, Long term Time Chartering decisions, tonne mile Mining feasibility studies, shipping loan portfolio management etc.

The fact that a Shipping or Cargo Trader may now have an ML driven proprietary curve is nothing new. In the late 90s and even today Treasury departments throughout most big banks had their own internal curves that they used to mark their book to market for internal purposes. Traders used to say that they were different from Libor or other external price discovery mechanisms mainly to reflect liquidity. The data driven Proprietary curves produced by the ML models may do just that. The only difference is that the ML models are forecasting liquidity not just in the execution of the derivative or the fixture itself but rather the condition of all other drivers that determine the price. The data driven model can make realistic assumptions on the depth of the market, after all we now have FFA intraday prices amongst others.

Applying ML models in managing Freight market exposure

Some initial application examples indicate that the machine learning models don't need to reach a high level of accuracy to achieve great results on fixing ships/ cargos and hedging of Freight Market exposure. This is mainly because shipping is an averages game and so are the ML model results. When a fleet of vessels or a cargo book is exposed to the market in a series of small increments of risk, such as cargo stems and vessel spot fixtures, the manager needs to get

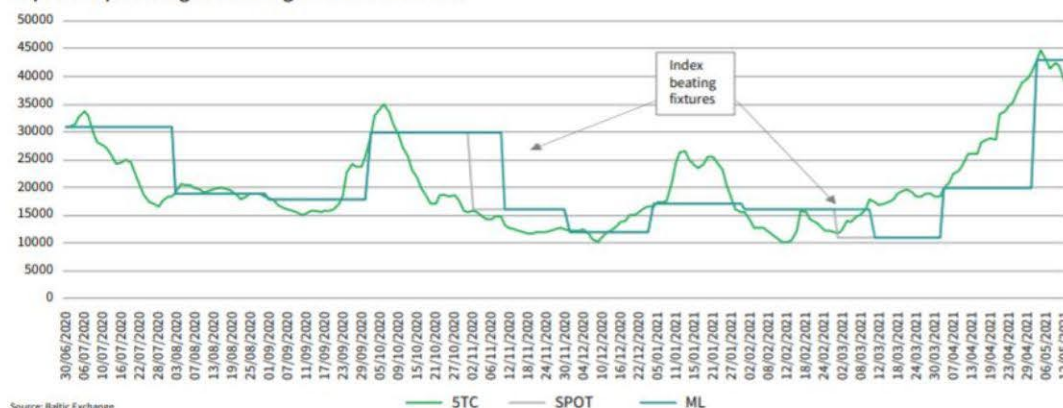
enough of them right and make sure that the total return from the right ones is higher than the not so successful ones. This is very similar to Equity portfolio management. One manager can look for ways to beat the S&P500 because they can hold many stocks, not all have to provide superior results, just enough will suffice for the purposes. In addition, a manager can trade the trends and momentum for small periods of time. We all know what has happened to manual stock-picking and how smart beta data driven algorithmic trading has eclipsed traditional management. This appears to be happening to shipping, and it affects both execution, fleet management and cargo exposure management.

The main reason for the success is because ML models need to be good on average or their signals can be applied in

specific higher tolerance parts of the Chartering/Hedging workflow. Out of the 10-12 or so spot fixtures of a Capesize Vessel in the last 12 months, fixing it for a longer period just twice (when ML model indicates) leads to beating the generic spot fixing by over 7% (fix 40 day business instead of 30), so offering a greater ability to beat the Baltic Index, especially on a portfolio basis. These results when applied to a fleet could be pushed higher subject to risk appetite.

The ML models appear to be back testing well also in the management of the nearby exposure of freight. When one is evaluating potential spot business for a vessel's next fixture, they get a completely different evaluation and perspective when using the FFA and when using the ML forecast:

Capesize Spot fixing with ML signal driven duration



have to feed the other models that use their outputs as driver inputs.

In addition to the “new data”, we also have new primary data being produced by new technologies, like satellite image reconstruction of stockpiles on docks. Colour analysis of satellite data determining the maturity and quantity of field crops and subsequently volume and timing of harvest, real-time vessel engine rpm, weather data, intraday FFA clearing prices and so on.

These vast quantities of data are optimally handled by ML models, linear models etc with measurable accuracy. The reason we know this, is because we are comparing their results with the results of humans. The forward markets are the amalgamation of the level the market participants are willing to



IHS Markit Freight Rate Forecast ML model dashboard

Business 1 has a duration of 30 days and a Time Charter Equivalent of \$22,000. When it is marked to market using the FFA curve it appears to be almost 4% below the Index, however when marked to market with the ML model forecasted curve it appears to be beating the Baltic Index by almost 13%. The business that appears to be capturing revenue above the Baltic Index when evaluated using the FFA curve for a Shipowner (or savings for a Cargo trader) is actually losing him/her money. The existence of the ML model curves changes the

way potential business is evaluated. It also affects the marking to market of the nearby of the Cargo or Fleet portfolio in its entirety. The difference in the evaluation of the potential business also applies to the existing committed business, so a fleet that looks like its capturing revenue above Index may actually be failing to do so. It is this very nature of small decisions of small exposures of one's business to the market risk that make the ML models so successful in the Shipping business.

If a Machine Learning model forecasts correctly the trend (irrespective of the level) in the Dollar per Ton price of a Route or the trend of the Average Time Charter Index, a Charterer/Grain Trader can take the longer/ shorter spot business, or he/she can take the said business unhedged, or even take a small leveraged risk on the FFA market. The implications to a Fleet or a Cargo book are significant. Similar applications exist when applying ML and linear model signals on hedging one's forward market exposure using averages, it is highly successful in calibrating future income within management set bounds. The applications of the good quality driven signals have numerous applications depending on one's market exposure. One could postpone cover; another can postpone execution and so on. The possibilities in applying ML models to shipping are numerous. That is until we get to the point that we cover all possible uses and all possible decisions. This most likely means we have arrived at the self-fixing, self-managing fleet, self-executing cargo book.

Why is it that its easy? Is it because this is an unsophisticated market? Is it because the Demand and Supply equations are simple? Is it because the ML model requires expensive data to get to a usable level of prediction accuracy, (cost may be a barrier to entry). One potential explanation is that applying the new ML forecasting technology in workflow/execution has not been done yet by enough players to make it non-profitable.

In addition, the means of applying and incorporating into one's business model is highly specific and the participants in the Freight market have numerous business models and objectives.

What is clear is that the achievement of optimal Hire for Vessels, Trading

Cargoes and even FFA's is becoming data driven. It appears imperative to incorporate data driven decisions into one's execution, hedging, evaluation, benchmarking etc. It is a case of the early adopter in the disruption placing themselves better in the developments that are to come. Only the players that spend the time to incorporate data driven decisions, apply the signals to their trading and risk appetite, add the ML nuances into their workflow will benefit from the improvements in the models as they are being developed and improved.

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NOTE : 1) If any Public Holidays follows on above scheduled day, the courses will commence on the immediate following day.
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3. Bridge Team Management (BTM)	03 Days	13. HAZMAT	01 Day
4. Bridge Team Resource management (BTRM)	05 Days	14. FRAMO	02 Days
5. Engine Room Resources Management (ERM)	03 Days	15. Crane Operator Course	01 Day
6. Engine Room Team Management (ETM)	03 Days	16. Steering Gear Course	01 Day
7. H2S (Hydrogen Sulfide)	01 Day	17. COW & IGS	02 Days
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9. RAM (Risk Assessment & Management)	01 Day	19. Ice Navigation	02 Days
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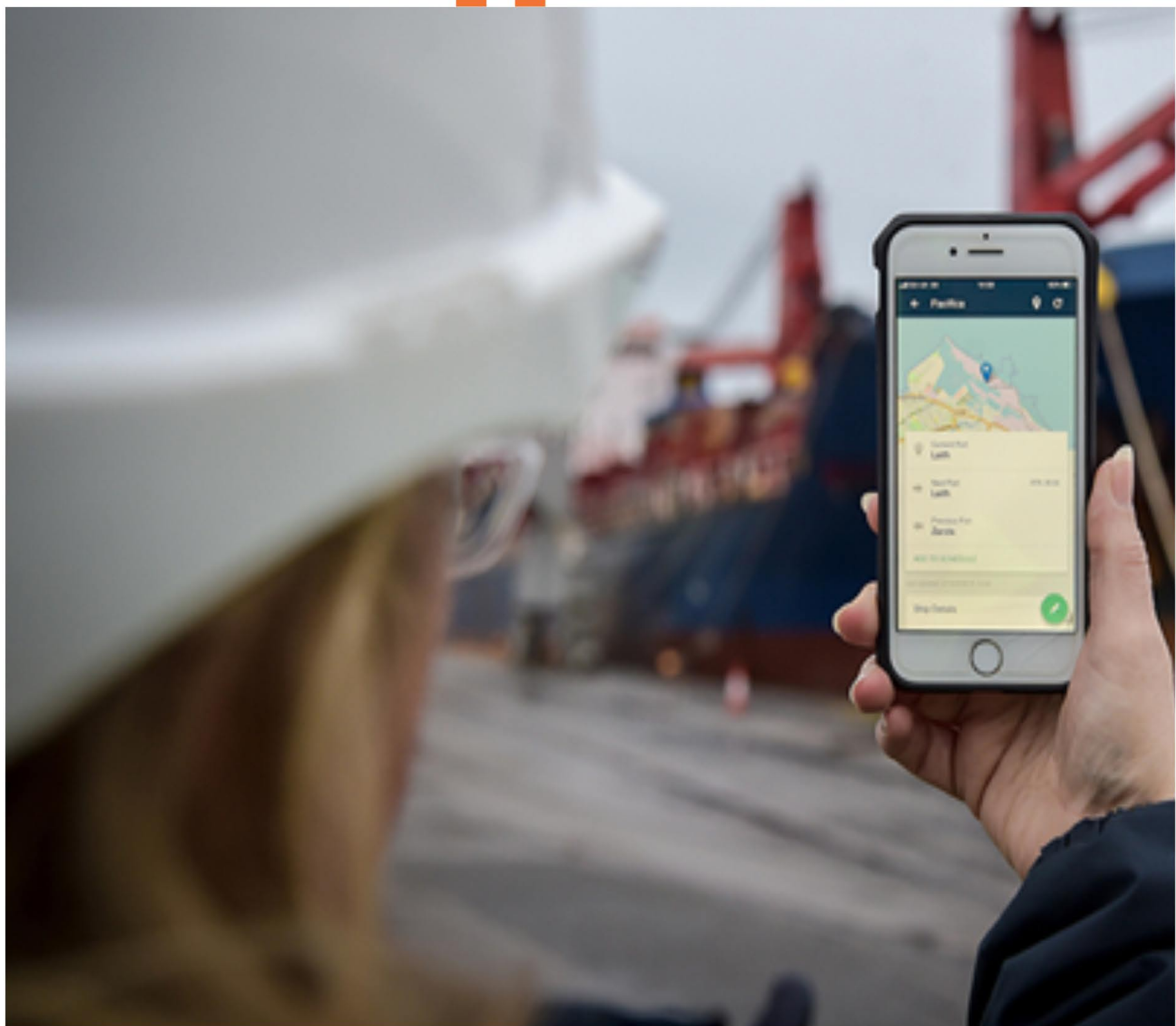


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One Million Seafarers benefit from ShipVisitor welfare app



One million seafarers, on board more than half the world's shipping fleet, have now benefitted from the ShipVisitor

welfare app, which helps to provide continuity of care as ships and their crew move from port-to-port.

Developed by international charity Sailors' Society, the app is used free of charge around the globe by 23 maritime welfare organisations, who provide chaplaincy support to seafarers far from home.

These organisations have used the app to log visits to more than 28,000 unique, individual ships – representing more than half the world's shipping fleet.

Sailors' Society's CEO Sara Baade said: “It is heartening to know that our innovative ShipVisitor app has now been used one million times. It means



chaplains and ship visitors are responding to wellbeing and welfare support issues quicker than ever before.

“Sailors' Society made this app freely available to maritime welfare organisations to facilitate greater continuity of care and it is making a real difference to seafarers' lives.”

Using AIS data provided by MarineTraffic, the app enables chaplains and ship visitors to report their activities in real time and maintain a history of ship visits and support provided to seafarers. This information can then be used to provide ongoing care and assistance as ship and crew continue their voyage.

Since its launch in September 2015, there have been many examples of how the ShipVisitor app has improved welfare provision.

Marc Schippers, Sailors' Society's port chaplain in Antwerp, Belgium said: “The ShipVisitor app has been even more important during the Covid pandemic as most seafarers are not allowed shore leave.

“Last summer, a Filipino fitter had a back injury aboard a vessel. When it visited Southampton, the chaplain there recorded in the app that he had spoken with the fitter who wanted to get off in Antwerp for a proper hospital examination.

One million seafarers have now benefitted from the ShipVisitor welfare app, developed by Sailors' Society, which helps to provide continuity of care as ships and their crew move from port-to-port.

“I waited for the ship to moor in Antwerp and the fitter was able to get to hospital. He was declared unfit for work and was able to sign off the next day.”

The International Christian Maritime Association (ICMA) says the app illustrates how the wellbeing of seafarers can be improved by a 'Better Together' approach.

Jason Zuidema, General Secretary of ICMA said: “Ship visiting is a central activity of seafarers' welfare providers. The ShipVisitor app is a dynamic tool that allows ship visitors to accomplish their work more efficiently but especially it gives them a way to give even better care to seafarers.

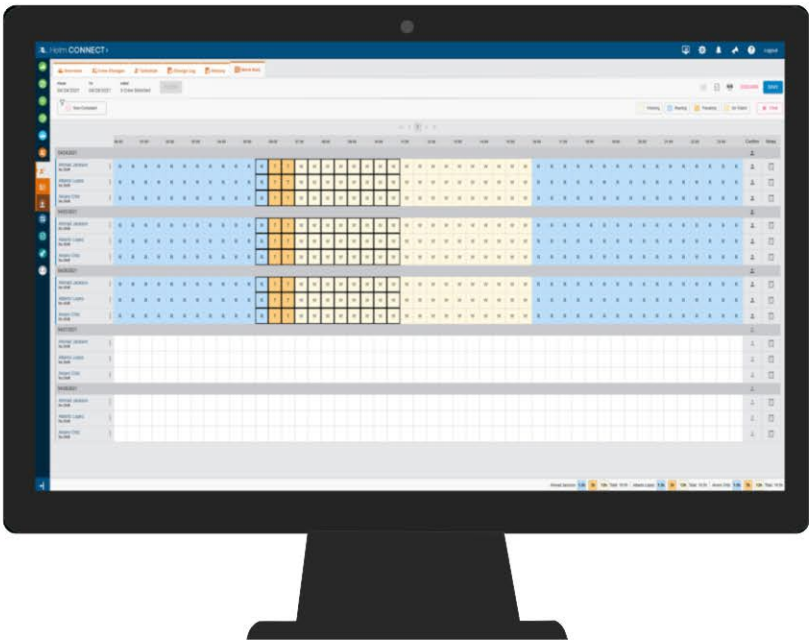
“ICMA is thankful to Sailors' Society for its willingness to make this great tool available for our members around the world.”

ICMA member organisations worldwide are using ShipVisitor, with the latest, Bibla South Africa, going live on the app on June 7.

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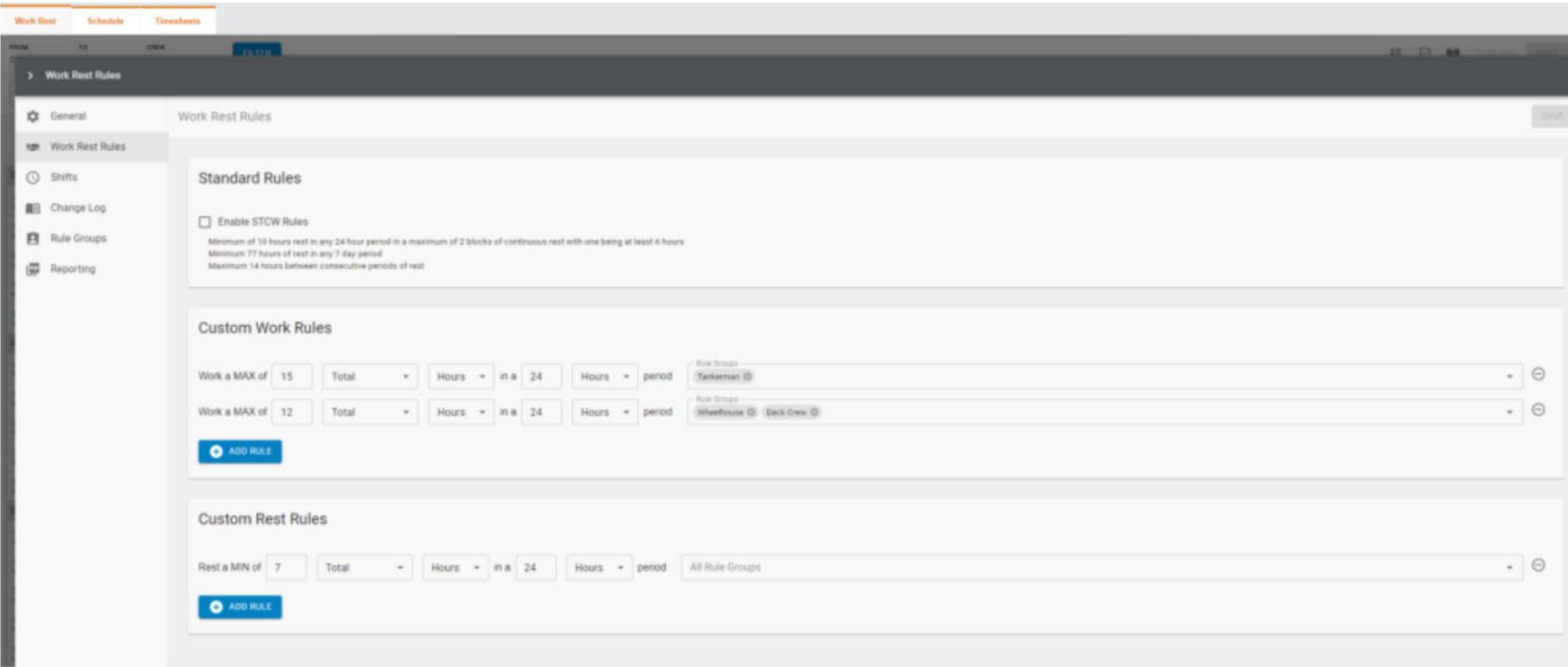
Helm Operations launches New Work Rest Product

Leading marine operations software provider, Helm Operations, is looking to make waves in the crew management and compliance space with the launch of Helm CONNECT Work Rest, a new set of tools to help companies combat crew fatigue and ensure rest time compliance across their fleets by allowing them to efficiently manage onboard work schedules from a single screen. Focused on freeing busy crews from unnecessary paperwork and overly complex Excel sheets, Helm promises the new tool will let companies plan, forecast, and manage their work rest easily, guaranteeing their crew rest times are compliant with STCW rules or their own corporate standards-all in just three clicks.

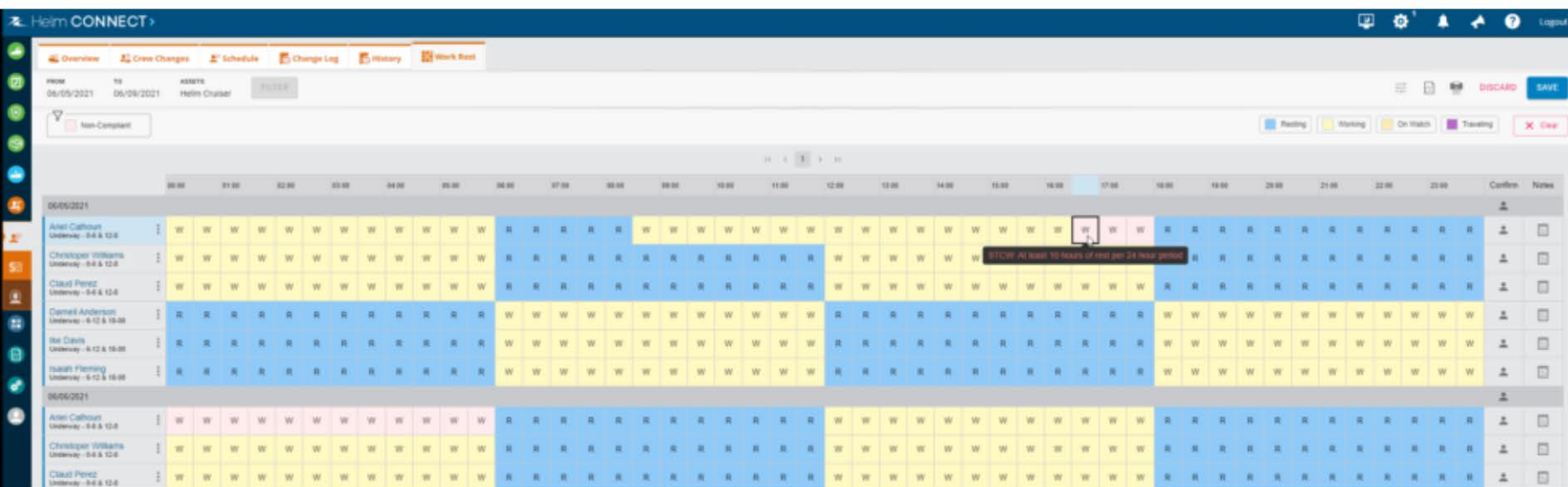


Properly tracking crew work and rest hours is an imperative issue in the global maritime industry, where an estimated 75 percent of liability loss is caused by human error, primarily linked to fatigue. In response to these challenges, regulators have implemented ever more stringent work-rest tracking requirements, including ILO 180, the IMO's STCW 2010 Manila Amendments, MLC 2013, and the US's Subchapter M among a flurry of other national regulations. These rules require captains and operators to carefully manage crew shifts in an effort to manage fatigue and minimize accidents.

This is a challenging task given the dynamic nature of work onboard vessels and in ports, says Helm's Steve Robertson, who helped lead the development of Helm CONNECT Work Rest alongside Product Manager, Shawn Verhagen.



In Helm CONNECT Work Rest, we bundled the STCW rules together in a single check box to make compliance as easy as possible. We also built a powerful rules engine to allow companies to build the custom rule sets they want their crew to follow.



Once the STCW check box is selected, the Work Rest grid will automatically notify you when crew members are out of compliance and what STCW rule they've broken.

"Vessel and port operations are highly complex, and crew often pick up additional work or participate in drills that delay or temporarily reduce their rest time," says Mr. Robertson. "This makes tracking rest time and forecasting who is allowed to work a difficult task with significant repercussions, including increased risk of injuries, casualties, and liability, as well as increased oversight from regulators."

In addition, he says, the industry's tools are often not up to the task. "During our research, we found that many companies still depend on paper logs or complex Excel sheets to manage work rest. Even in 2021, much of the industry is still using tools from 1984," says Mr. Robertson. "The tedious and error-prone nature of recording work rest information on paper or in Excel means companies run the risk of not properly tracking rolling 24-hour periods of time, pencil whipping, or worse, not tracking their hours at all. All of these can lead to non-compliance, putting both crew safety and the company's reputation at risk."

When it came to building Helm CONNECT Work Rest, Product Manager Shawn Verhagen had a clear vision. "Our goal in building Helm CONNECT Work Rest," says Mr. Verhagen, "was to take all those risks away and make configuring rest time rules, scheduling crew, and tracking, and forecasting work and rest time as simple as possible. The beauty of modern software that is we can take these surprisingly complex and difficult tasks, and turn them into a simple, visual workflow that ensures compliance in just three clicks. It's a process that every mariner can do quickly, easily, and safely."

Built based on direct feedback from captains, crews, and regulators, Helm CONNECT Work Rest makes it easy for anyone-even the most

software-averse captain-to easily track and prove compliance with regulations. "In the case of the STCW rules, for example, we can apply them to a work schedule with a single click, making it easy for captains to see exactly what shifts their crews can and cannot work in order to stay compliant with international regulations," says Mr. Verhagen.

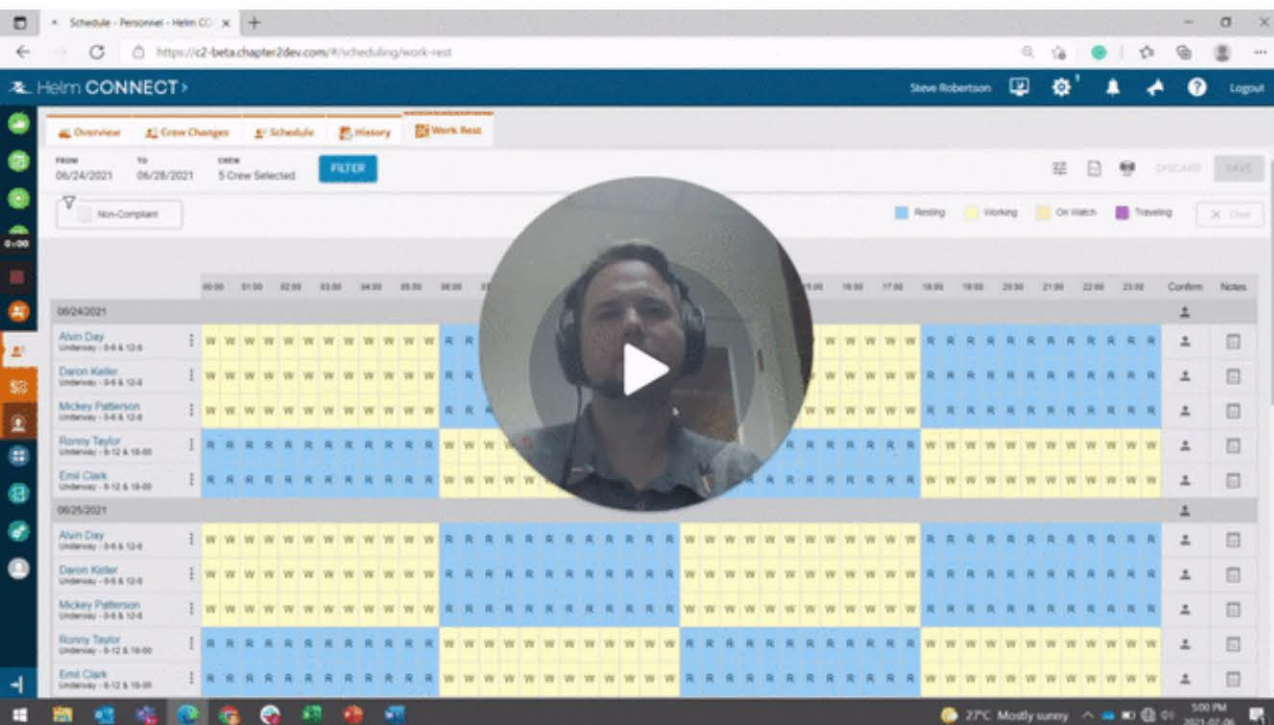
The new product further combines that ease of use with deeper functionality to ensure compliance, including easy configuration of rest time rules and crew schedules, a complete change log for auditability, use of 24-hour rolling periods, and even easy printing and reporting in USCG and other regulator formats.

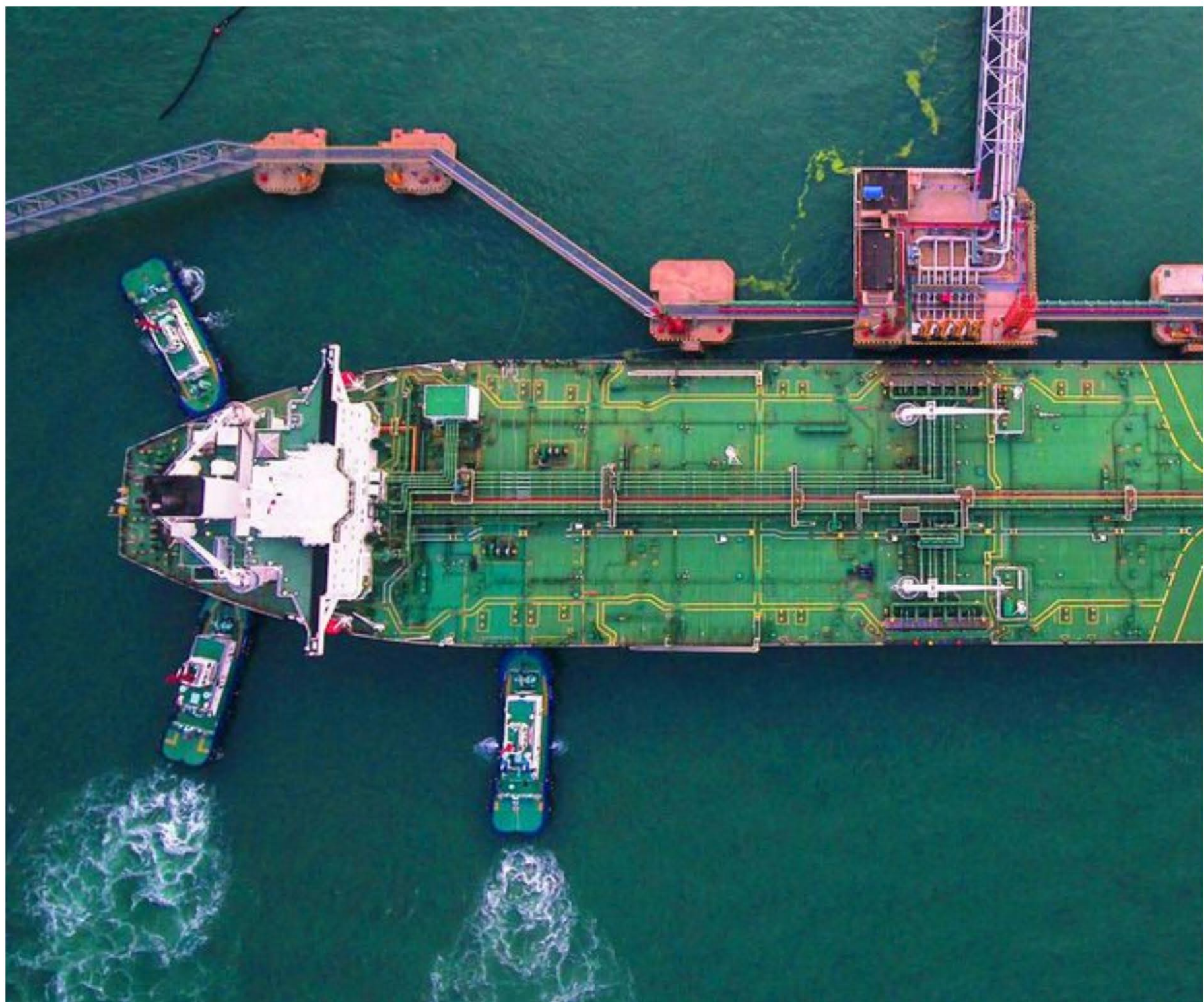
These features are already being welcomed by the industry, which has often struggled to make work-rest tracking both easy and functional for its operations. Bill Sullivan, Manager of Regulatory Compliance and Vessel Repair at Donjon Marine, echoes Robertson and Verhagen and reflects on how Work Rest has changed their operations. "At Donjon, we used to prove STCW compliance by completing a daily task using a paper-based work rest template. Although it appeared the auditors, it seemed tedious and prone to 'pencil whipping'. Helm CONNECT Work Rest has made my job easier by allowing me to create rules for compliance that will notify me when employees are not getting enough rest, ensuring we stay compliant and maintain a healthy workforce."

The Work Rest module being rolled out today is just one of several new products being launched by Helm Operations, as it continues to expand internationally and into larger and more complex fleet operations. "What we're seeing both in the US and in the shipping market globally," says Helm Operations CEO Nolan Barclay, "is that the reliance on paper and legacy software-based approaches is

causing the maritime industry to lag behind many other industries, with significant consequences for shipping companies and operators. Our vision for Helm CONNECT has always been to move the maritime software market from simply serving as systems of record to systems that actively optimize and simplify workflows for crews and operations managers. When we combine simplicity for the crew with a depth of functionality to help operators streamline and optimize their operations, as we have with Helm CONNECT Work Rest, then we can see the real transformation that's possible in our industry."

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New technologies for greener shipping chosen as the World Maritime theme for 2022



“New technologies for greener shipping” has been chosen as the World Maritime theme for 2022, reflecting the need to support a green transition of the maritime sector into a sustainable future, while leaving no one behind.

The IMO Council, meeting for its 125th session (28 June-2 July), endorsed the theme following a proposal by IMO Secretary-General Kitack Lim.

Mr. Lim said the theme would provide an opportunity to focus on the importance of a sustainable maritime sector and the need to build back better and greener in a post pandemic world.

“IMO actively supports a greener transition of the shipping sector into a sustainable future, and showcases maritime innovation, research and development, and the demonstration and deployment of new technologies,” Mr. Lim said.

“In order to achieve these objectives, partnerships are key, as they allow all parties involved to share and distribute information on best practices and to access resources and general know-how in support of the transition of the maritime sector into a greener and more sustainable future. This theme will allow for a coordinated outreach and communications campaign by all stakeholders to highlight IMO initiatives to make shipping greener”, Mr. Lim said.

This theme provides an opportunity to focus on the importance of a sustainable maritime sector and the need to build back better and greener in a post pandemic world.

The theme will allow for a range of activities to delve into specific topics related to promotion of inclusive innovation and uptake of new technologies to support the needs for a greener transition of the maritime sector, especially in the context of developing countries, and in particular the small island developing States (SIDS) and least developed countries (LDCs).

The theme is linked to the United Nations Sustainable Development Goals (SDGs), particularly SDGs 13 and 14 on climate action and sustainable use of the oceans, seas and marine resources; SDG 9 on industry, innovation and infrastructure; and SDG 17, which highlights the importance of partnerships and implementation to achieve these goals.

IMO's Department of Partnerships and Projects (DPP) was established in 2020 to serve as the gateway for developing partnership opportunities with a wide range of external partners, including IMO Member States, UN agencies, financial institutions, NGOs, IGOs and the private sector.

Decarbonization, marine plastic litter and biofouling are among the topic areas already being addressed by the major projects of IMO, including GMN, GloFouling Partnerships, GreenVoyage2050 and GloLitter Partnerships. All of these projects aim to support and promote innovation and green technologies.

In view of the current restrictions and uncertainties caused by the COVID-19 pandemic, the Council agreed that the planned 2021 World Maritime Day Parallel Event be postponed to 2022 and that all future events be also postponed by one more year. As a result of this decision, the World Maritime Day Parallel Event would be celebrated in South Africa in 2022; the Islamic Republic of Iran in 2023; the Russian Federation in 2024; and the United Arab Emirates in 2025.

The 2021 World Maritime Day will be celebrated on 30 September 2021. Details will follow in due course, please read more on the 2021 theme here:

<https://www.imo.org/en/About/Events/Pages/World-Maritime-Theme-2021.aspx>

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SGMF publishes two new guidelines to improve the safety of LNG-fuelled ships

The Society for Gas as a Marine Fuel (SGMF) has published two new guidelines to improve the safety of LNG-fuelled ships. The documents are intended to assist greater standardisation in crew competency and vessel design.

SGMF's Operation of ships with Liquefied Natural Gas (LNG) - competency and assessment guidelines defines the skills required for any party involved in the preparation, storage, handling and use of gas as a marine fuel. The guidance can also be used by organisations developing training in these competencies.

Ray Gillett, General Manager, GTT Training and Chair of SGMF Working Group 14 said: "The use of LNG as a fuel on marine vessels is expanding quickly. To ensure that these vessels are operated safely and efficiently it is important that crews fully understand what they are dealing with. These guidelines provide a basis for operators and training organisations to implement the necessary training to achieve that aim."

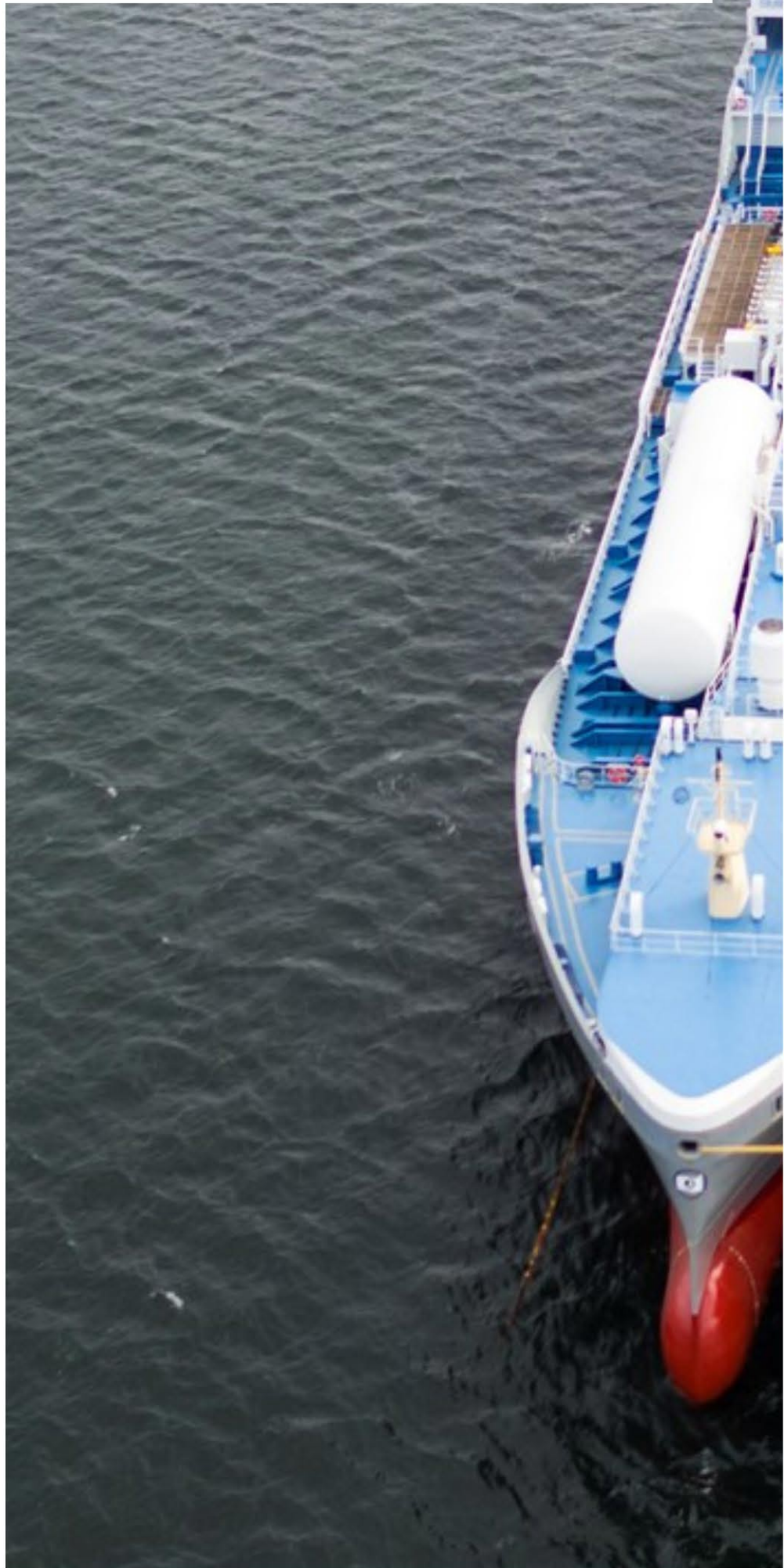
A new Technical Guidance Note recommends on the best locations for bunker manifolds or bunker stations on gas-fuelled ships. The guidance complements existing SGMF documentation on manifold arrangements and is intended to promote compatible bunkering operations across a widening range of bunkering facilities and installations.

Bob Kamb, a member of SGMF Working Group 6.5 and formerly Manager, LNG Services ABS Group Consulting Inc, said: "Seafarers frequently complain that ship designers don't have to sail the ships they build. This guidance alleviates that complaint by providing a decision support framework for optimizing bunker manifold location. This is a useful tool resulting in safer, easier to implement and more efficient LNG bunkering operations."

Both publications were prepared by working groups comprising SGMF members. They, along with an extensive library of other guidance, are available freely as part of SGMF membership. Non-members can also purchase hard copies.

Mark Bell, General Manager, SGMF added: "The rhetoric around LNG is rising to fever pitch, but SGMF remains a calm voice calling for consistent safety standards to be applied to the most widely available of shipping's alternative fuels. We are delighted that our working groups have been able to contribute further to the consolidation of safety standards with these two important publications."

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Merchant Navy Welfare Board celebrates 'Day of Seafarers' on Indian Ports

- Prisilla Nadar



Merchant Navy Welfare Board (India) and Sea Mission organisation jointly conducted International Maritime Day's (IMO), 'Day of the Seafarer' celebrations in Indian Ports on 25th June. The Merchant Navy Welfare Board (India) and its Member organisations visited ships in Indian Ports and distributed gift packets and welfare material, handbills, some books to the seafarers visiting Indian Ports. We have celebrated International Seafarers Day on ships, Sea Mission welfare centres, Port Offices, Custom Offices and also Coast Guard offices.

Port officials, Customs, Coast Guard Commandants, Shipping agents and Seafarers Union representatives were invited for the celebration and discussed about the issues related to the seafarers welfare in all Indian Ports. Seafarers Rights, Seafarers Social Security, provision of Medical and Health benefits, Administered free Vaccination at all the earmarked venues, provision of pension for retired seafarers etc., and also submitted representation categorically explaining the issue to Mr Mansukh L Mandaviya, Hon'ble Shipping Minister, Govt of India and requested for implementation of certain welfare schemes and benefits to the seafarers and their dependents as per the provisions of Art 4.4 and 4.5 of the Maritime Labour Convention 2006.

The Sea Mission had organised free distribution of rice bags, cooking oil, dal and groceries to the poorest of the poor disabled seafaring and poor fishermen families at Safe Harbour Housing Colony Bheemunipatnam, India. The Housing Colony was constructed in the year 2006 at Bheemunipatnam, a



suburb in the city of Visakhapatnam, Andhra Pradesh with the financial support of the Mission to Seafarers and Seafarers UK, London, and they have occupied colony and have been residing since then.

The poorest of the poor fishermen and disabled and retired seafaring community families expressed their heartfelt thanks to the Sea Mission for free groceries and special heartfelt gratitude to the Seafarers UK (The Seafarers Charity) for having provided housing colony/houses and children school.

Our Sea Mission has promulgated the importance of The Day of Seafarer. The program has been held in an expected way as scheduled and all who have participated felt happy. The Port, Customs and Coastguard officials have expressed their happiness for the programs organised by the Merchant Navy Welfare board (India).

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Developing air lubrication technology for sustainable shipping



Air lubrication for marine vessels is a developing solution that will radically reduce fuel consumption and environmental impact. Having acquired a minority stake in Marine Performance Systems B.V., a Rotterdam-based maritime technology company, Alfa Laval will be instrumental in making this long-sought technology a commercial reality.

Energy-efficient sailing on a bed of bubbles

The idea of using bubbles to reduce a vessel's friction - which is the largest driver of fuel consumption as it moves through the water - has existed for well over a century. Nonetheless, it has taken time to realize. Alfa Laval has chosen to invest in Marine Performance Systems, whose unique method

of producing bubbles with fluidics is a breakthrough that will reduce fuel consumption by 8-12% at a vessel's normal service speed.

"The use of fluidics creates a larger air layer of superior quality," says Frode Lundsteen Hansen, who founded Marine Performance Systems in 2018 with innovators Pieter Kapteijn and Fulko Roos. "Our FluidicAL technology enables truly effective air lubrication, with immediate environmental benefits and substantial savings for shipowners. Alfa Laval shares our belief that this technology will facilitate the transition to green shipping."

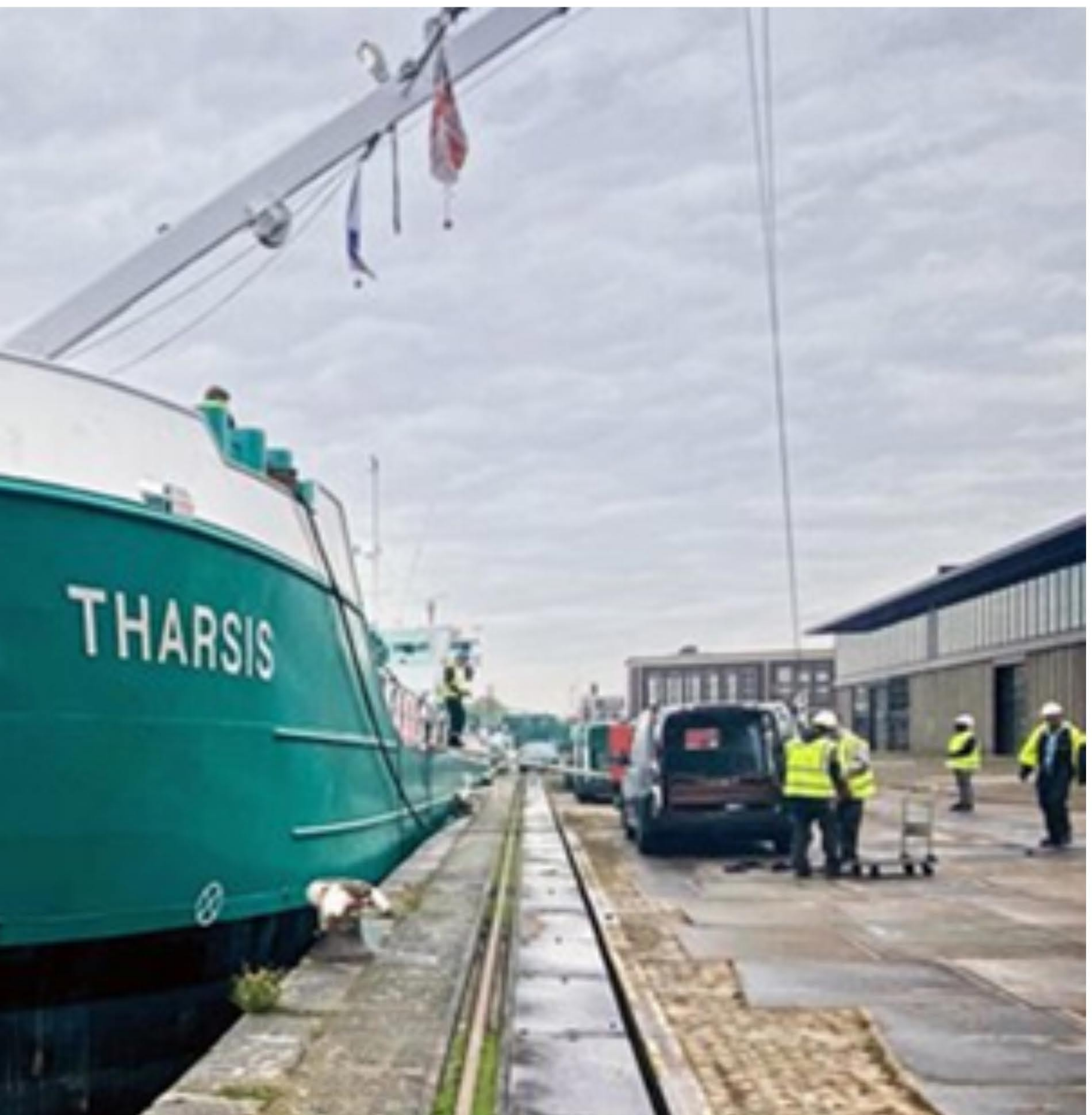
"The investment brings Alfa Laval full circle, since air lubrication technology for marine vessels was first pursued and patented by our founder Gustav de Laval in 1883," says Sameer

Kalra, President, Alfa Laval Marine Division. "The technology did not result in any product in his time, but our founder's vision has new importance today. Air lubrication will smooth the marine industry's path to a sustainable future."

Offsetting the costs of going green

By reducing the amount of fuel burned, air lubrication will have a direct effect on greenhouse gas emissions. In addition, it will provide critical fuel cost savings for shipowners, who need to offset the expense of rapidly shrinking their environmental footprint.

"Fleets cannot be replaced overnight, so existing vessels will need to rely on clean-burning fuels to lower their emissions," Lundsteen Hansen explains. "In a low-margin industry where fuel represents up to 60% of a



shipowner's costs, the premium price of those fuels is a heavy burden. With very small means, air lubrication can provide significant relief."

Indeed, the patented FluidicAL technology requires no structural modifications or vessel recertification, which makes it ideal for retrofitting as well as for newbuilds. Compatible with any vessel size and any fuel type, it comprises evenly spaced bands of oscillators under the vessel's hull. Using high-efficiency fluidics, each oscillator produces tens of thousands of microbubbles per second, creating a stable, uniform layer of air that significantly reduces friction between the hull and the water beneath.

Proven in operation at sea

The high performance of FluidicAL technology

and its ability to operate in various conditions have already been demonstrated at full scale. In late 2020, a pilot installation was made on the general cargo vessel M/V Tharsis, with excellent results and clear savings over months of operation.

"With our FluidicAL solution in place, M/V Tharsis made 25 controlled runs in loaded and ballast conditions," says Lundsteen Hansen. "As expected, there was a 60% reduction in specific drag over hull's flat area, which meant considerably less fuel was consumed. Not only was there no impact on stability or manoeuvrability, the sailing was also noticeably smoother."

A balanced solution with wide potential

Given the emission-reducing benefits of air

lubrication, as well as the fuel economy it offers to shipowners, investing FluidicAL technology is a logical step for Alfa Laval. "This is a unique solution that is relevant for all vessels says Kalra. We are pleased to have a stake in Marine Performance Systems and the work of bringing their air lubrication solution to customers." "We are proud of our innovation and how far it has come," says Lundsteen Hansen. "With Alfa Laval's support, FluidicAL technology will soon make positive waves in the marine industry."

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Path to truly green power will be both harder and easier

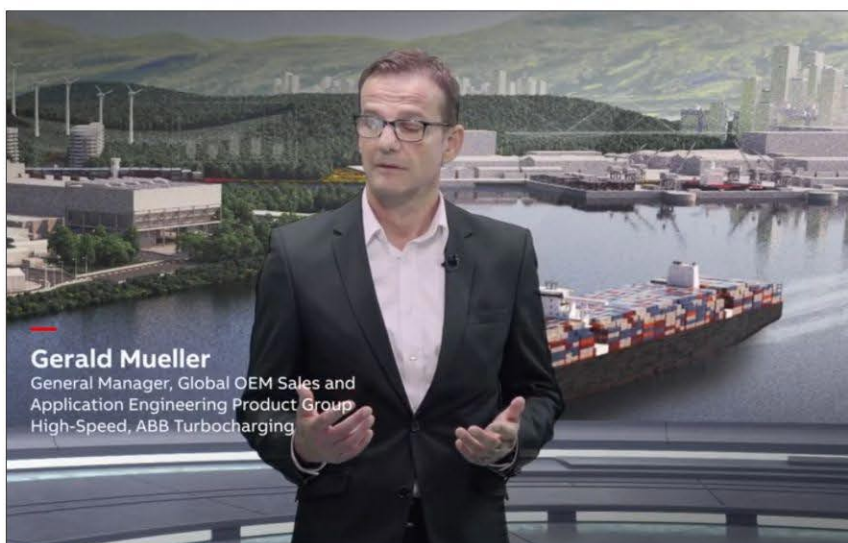
Prisilla Nadar



Mr Dino Imhof



Mr Christoph Rofka



Gerald Mueller
General Manager, Global OEM Sales and
Application Engineering Product Group
High-Speed, ABB Turbocharging

International Maritime Organisation (IMO) has set a target for Maritime industry to reduce greenhouse emission by 50% by 2050. Several companies have come forward with solutions to cut down emissions that prove the industry is trying to comply with IMO rules.



Experts from ABB Turbocharging on 24th June explained the likely paths shipping and power will take to cut emissions to help meet climate change targets regulations through their webinar, 'Using Future Fuels: A technology roadmap.'

ABB experts questioned: Why the path to truly green power is will be both harder than many suppose, but also easier?

In his inaugural speech, Mr Oliver Riemenschneider, President ABB Turbocharging said, "ABB has a decade long experience of improving engine efficiency and emissions. We are here to show you, how we are planning to extend this track record to future."

"There are two sectors, shipping and power sectors. IMO has decide to cut off greenhouse gas emissions by 50% by 2050, now looking at power segment, this will happen much faster than we think. But, what is more complicated is we have to look at the long life cycle in power generation as well as shipping," he continued.

According to ABB experts, we have to decide today, what kind of fuel and what kind of technology we want to use and operate for future proof investments. Mr Riemenschneider promised to support both shipping and power generation segment.

Mr Christoph Rofka, Senior Vice President, ABB Turbocharging shared his thoughts about future fuels. "We are proud to contribute with our expertise for broader industry perspective. For example, we have formed the greenhouse strategic group, to understand the major implication and technology challenges of future fuels." He explained the characteristic of future fuels in regards to investments and emission reduction.

Mr Gerald Mueller, General Manager, Global OEM Sales and Application Engineering Product Group high-Speed, ABB Turbocharging discussed about renewable electricity. "Even renewable electricity based application will also need conventional fuel based power technology to provide additional power at peak times. Hydrogen is the most direct way of harnessing the emission advantages of renewable energy and engines. The pace at which hydrogen becomes available is a critical factor," said Mr Mueller.

How fuels are likely to be applied in Maritime sector was explained by Mr Dino Imhof, Head of Application Engineering n Product Management, ABB Turbocharging. "To meet IMO 2050 target, at least some vessels need to be operated by this fuels by 2030," said Mr Imhof.

This was followed by panel discussions in which eminent speakers and experts from the field shared their thoughts on future engine technologies and end users.

ABB is a leading global technology company that energizes the transformation of society and industry to achieve a more productive, sustainable future. With a history of excellence stretching back more than 130 years, ABB pushes the boundaries of technology to drive performance to new levels. ABB's is driven by about 110,000 talented employees in over 100 countries.

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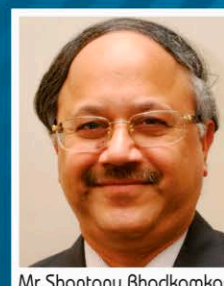
Mr Mansukh Mandaviya



Dr Malini Shankar



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Capt Nalin Pandey



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Capt AS Khuman



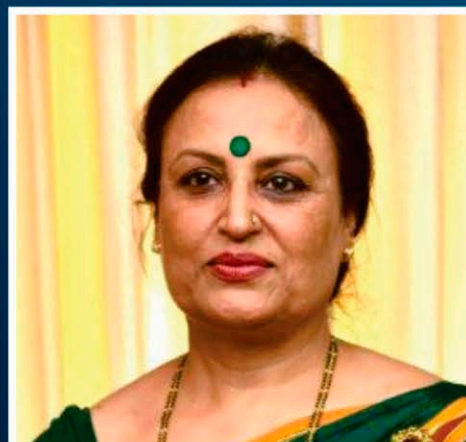
Capt Shiv Halbe



Dr Sanjay Bhavnani



Mr Anil Devli



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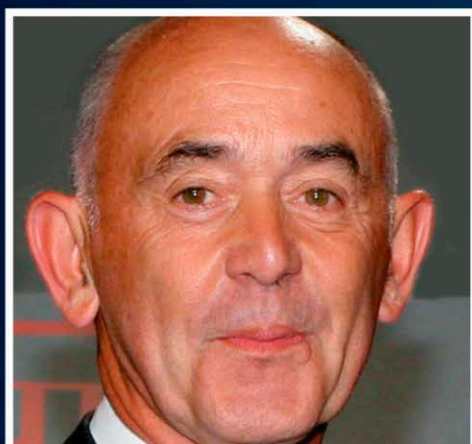
Capt Vinay Singh



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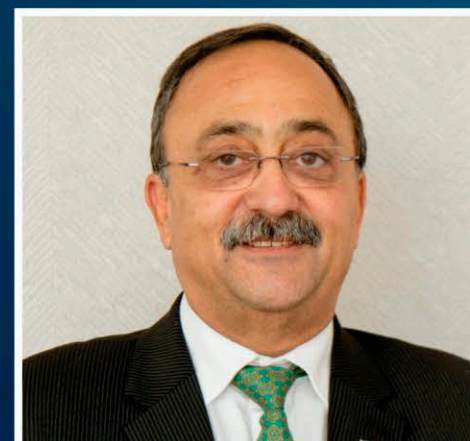
Capt Sanjay Srivastava



Mr Maneesh Pradhan



Mr Amar Singh Thakur



Capt Rajesh Tandon



Dr VZ Belani



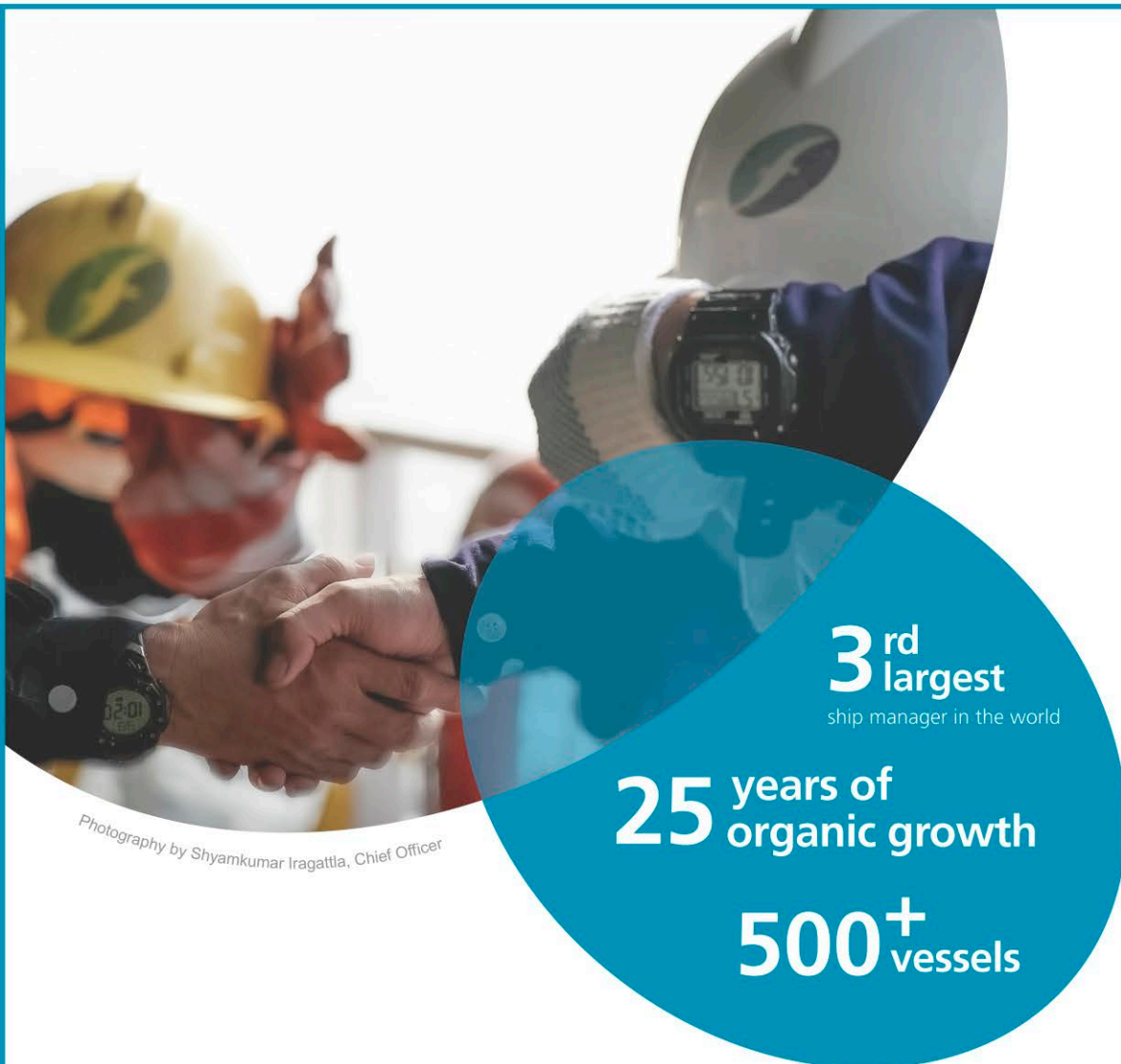
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Mr Sarbananda Sonowal given charge of PSW Ministry



Mr Sarbananda Sonowal

Prime Minister Narendra Modi's Council of Ministers underwent a reboot where Sarbananda Sonowal, the former Chief Minister of Assam who handled the Sports and Youth Affairs ministry was promoted to the Minister of Ports, Shipping and Waterways.

Currently, he is an MLA in Assam Legislative Assembly. Sonowal was chosen to be the Chief Minister of Assam after the 2016 Assam Legislative Assembly election and he is the first Chief Minister of the state from Bharatiya Janata Party.

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Photo Feature

OSM Mumbai distributes Grocery Kits to the needy



OSM Mumbai took the initiative to provide ration kits to ladies who had lost their jobs in this pandemic. Most of them were bread winners and now were finding it very difficult to survive. They were so happy to receive these kits from OSM and one could see the gratitude

in their eyes. We called them to our office and the ration packets were handed over to them. Social distance was maintained, and all were wearing masks. Couple of the girls had quit their studies as they did not have money to pay the fees. Some of us have taken upon

ourselves to pay for their education so that they can complete their study and get jobs.

It's all about people & OSM Cares!



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