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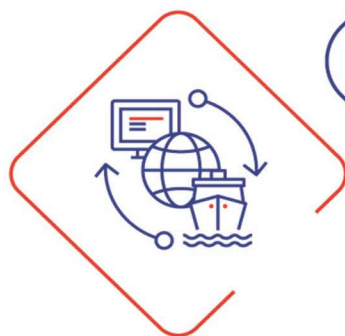
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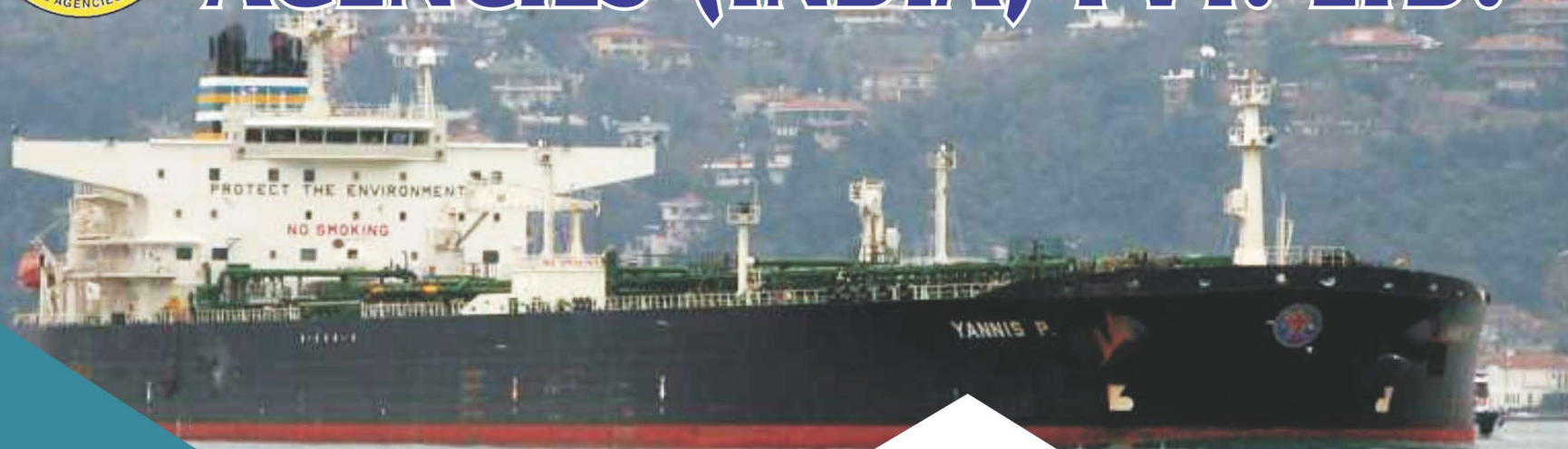
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RPSL - MUM-045 | DOI : 02.02.2016 – DOE : 12.03.2021

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CMMI is pleased to announce the commencing of 'Part C' of EXTRA MASTER's on-line classes on **1st 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'.

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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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**Part C exam
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RPSL No 142, Expiry Date: 13th Aug 2024

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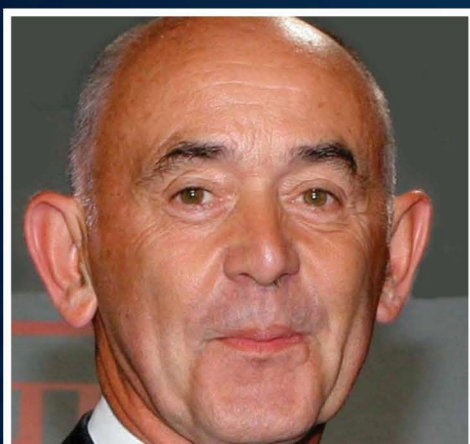
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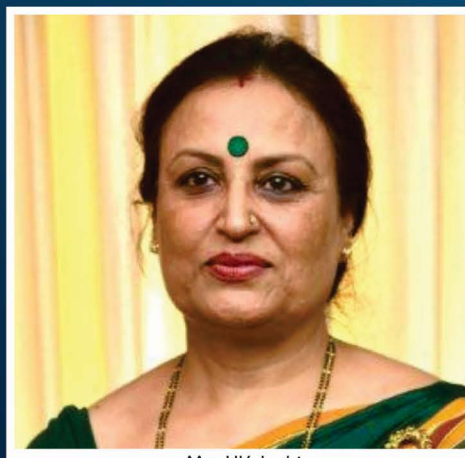
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Appreciate and recognise the efforts of the seafarers

Those associated with the offshore marine contracting industry, as operators, clients, or providers of services, to recognise the efforts of seafarers and the role they play in the industry.

The International Marine Contractors Association (IMCA) celebrates the Day of the Seafarer on 25 June 2021 and urges all its Members and

IMCA recognises that hundreds of thousands of seafarers, and many offshore energy workers continue to face personal difficulties being stranded, away from home for months on end, unsure when they will be able to return to their families.

Margaret Fitzgerald, IMCA's Head of Marine Policy & Regulatory Affairs explained "This year, the 11th anniversary of the Day of the Seafarer instigated by the International Maritime Organization (IMO), is an ideal opportunity for us all to acknowledge the contribution of seafarers in keeping the



global supply chain moving and understanding the issues they have been facing since the early days of the COVID-19 pandemic.

"IMCA is an active member of the global offshore industry partnership lobbying for the rights of those whose livelihoods have been severely affected by the pandemic, working with the IMO to address the crew change crisis faced by seafarers and offshore energy sector personnel around the globe.

"These offshore workers, including those in the renewable energy sector, and hundreds of thousands of seafarers around the world have been away from home for extremely long periods. They still face uncertainty about when they will be able to return home due to travel restrictions brought about by the pandemic. And those waiting to join vessels have endured economic hardship and uncertainty. Additionally, issues surrounding when and where

vaccination of seafarers should occur further complicates their movement."

Recent IMCA activities in support of seafarers and IMO activity include:

- Signing up to The Neptune Declaration on Seafarer Wellbeing and Crew Change
- Being part of an industry-led Vaccination Taskforce that has developed a vaccination roadmap and is working towards a pragmatic and unified approach to vaccinating seafarers
- Part of industry led groups lobbying governments, IMO and IMO states around the world to get offshore workers recognised as Key Workers to facilitate movement of offshore energy sector personnel
- Steps supported by IMO and published by the IMO's Secretary General

- Recommendations to Governments in Circular Letter 4204/Add.13 to facilitate the movement of offshore energy sector personnel,
- Circular Letter 4204/Add.6 to facilitate the movement of seafarers
- A Roadmap for Vaccination of International Seafarers in Circular Letter 4204/Add.41/Rev.1

IMCA fully supports the IMO's Day of the Seafarer campaign that seeks to raise awareness of the work carried out by seafarers in response to the COVID-19 pandemic and to thank them for their contribution.

Marex Media

MONTHLY MARITIME CASUALTY LIST - JUNE 2021

NAME OF THE VESSEL	DATE	GEOGRAPHICAL LOCATION	CATEGORY	CREW NATIONALITY	BUILT	FLAG	DEAD WEIGHT
HARUN KONAN	01.06.2021	River Rvach	Grounding	Unknown	2007	Turkey	3603
SLAVYANKA	01.06.2021	Busan	Fire	Unknown	1985	Russia	4886
ADAPPEARL	02.06.2021	Agrigento, southern Sicily	Death of Crewmember	Turkish	2011	Liberia	12440
AFFLUENT OCEAN	02.06.2021	Hong Kong	Fire	Chinese and Indonesian	1997	Panama	8747
INSPECTA 7	02.06.2021	Gulf of Suez off Ras Ghareb, Egypt	Sank	Unknown	1999	Egypt	1360
OLIVIA M	03.06.2021	Med south of Sicily	Illness Onboard	Russian	2010	Latvia	9697
OOCL DURBAN	03.06.2021	Kaohsiung, Taiwan	Allision	Unknown	2011	Panama	90079
RAMONA	05.06.2021	Faro island, Gotland, Sweden	Grounding	Unknown	1985	Finland	1529
YKP MARINE	06.06.2021	Ko Phra Thong island, Thailand	Beached	Unknown	2014	Thailand	Unknown
ASSO-6	06.06.2021	Dakar, Senegal	Drug Bust	Unknown	1978	Togo	1347
ELIM	06.06.2021	Goa, India	Illness Onboard	Korean	2001	Korea	16456
CP TIANJIN	06.06.2021	Gulf of Guinea	Piracy	Unknown	2015	Marshall Islands	63541
RHODOS	07.06.2021	Madeira	Illness Onboard	Russian, Sri Lankan	Unknown	Liberia	80228
FALCON LINE	07.06.2021	Gulf of Aden some 45 nm north of Socotra coast	Sank	Unknown	1991	Gabon	3180
RIVER THAMES	08.06.2021	Playa Miglom, southern coast of Formentera, Balearic islands, Spain	Grounding	Unknown	1986	Vanuatu	3670
NORTHERN DEMOCRAT	09.06.2021	Pasorja, Ecuador	Death of Crewmember	Filipino	2009	Liberia	41986
RIX EMERALD	10.06.2021	Randers Fjord Denmark	Grounding	Unknown	1995	Cyprus	3001
ALBERTA	11.06.2021	Dardanelles north of Canakkale	Mechanical Failure	Unknown	2016	Liberia	62958
NAVIGATOR NEPTUNE	11.06.2021	Pacific 615 nm NW of Honolulu	Drifting	Unknown	2000	Liberia	23495
KING MARINE I	12.06.2021	KING MARINE I	Fire	Unknown	1980	Togo	Unknown
UGUR DADAYLI	12.06.2021	Malta	Seized by Migrants	Unknown	2010	Marshall Islands	4400
TITAN-8	12.06.2021	Delpin wharf in Tondo, Manila, Philippines	Fire	Unknown	Unknown	Unknown	Unknown
LADY SEMA	13.06.2021	Haifa port	Grounding	Unknown	2001	Panama	16190
DEVON	16.06.2021	Chennai, India, in Bay of Bengal	suffered crack in portside fuel tank	Unknown	2008	Portugal	10400
MSC TERESA	16.06.2021	Ushant, English Channel	Fire	Unknown	2011	Panama	166101
APRIL	16.06.2021	Kartal, Tuzla, Turkey	Weather Damage	Unknown	1991	Panama	1820
DEVON	16.06.2021	Chennai, India, in Bay of Bengal	suffered crack in portside fuel tank	Unknown	2008	Portugal	10400
BORAS	16.06.2021	Kartal, Tuzla, Turkey	Weather Damage	Unknown	1983	Turkey	6071
HASAN SISIK	16.06.2021	Kartal, Tuzla, Turkey	Weather Damage	Unknown	1979	Turkey	Unknown
HOLMFOSS	17.06.2021	Lerstad area, east of Alesund, Norway	Grounding	Unknown	2007	Norway	Unknown
AS ROSALIA	17.06.2021	Yavuz Sultan Selim Bridge, Istanbul, Bosphorus	Collision	Unknown	2009	Portugal	21800
MANGALAM	17.06.2021	Raigad district south of Mumbai	Weather Damage	Indian	1994	India	2873
PIONEER STAR	20.06.2021	Oman coast in Arabian sea	Sank	Unknown	1995	Comoros	8689
CAP SAN ANTONIO	20.06.2021	Santos, Brazil	Allision	Unknown	2014	Portugal	124458
MORNINGSTAR	20.06.2021	Pohang Port, Korea	Fire	Unknown	2004	HK	46858
LA CHESNAIS	21.06.2021	Ramallo, river Parana, Argentina	Grounding	Unknown	2001	Malta	40600
DAROJA	21.06.2021	Figueira da Foz, Portugal	Lost cargo of logs	Unknown	1997	Cyprus	4155
KIRSTEN B	23.06.2021	Kiel Canal	Fire	Unknown	1996	Belize	4400
AMBER BAY	23.06.2021	Barranquilla, Colombia	Grounding	Unknown	2016	HK	12799
LION	24.06.2021	Iskenderun port, Turkey	Mechanical Failure	Unknown	1980	Panama	Unknown
MSC MESSINA	24.06.2021	Indian ocean halfway between Sri Lanka and Malacca Strait	Fire	Unknown	1995	Liberia	63014
KONINGSBORG	24.06.2021	Sandbron, Sweden, Gulf of Bothnia	Grounding	Unknown	1998	Netherlands	9067
MEGA D	27.06.2021	Siviri Ada island, Marmara sea, south of Istanbul	Mechanical Failure	Unknown	1986	Turkey	4298

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No. 872

LEARN-O-WIN QUIZ?

1 In terms of the personal safety of an engine room watch standing rating, which alarm response would be the most immediately critical?

- A) M/E low lube oil pressure alarm
- B) M/E high coolant temperature alarm
- C) E/R fixed CO2 impending release alarm
- D) General emergency alarm

2 As a manager considering which approach to use at a meeting, what type of meeting is most likely to be one that is most appropriate to use a leader-controlled approach as opposed to a group-centered approach?

- A) Problem-solving meeting
- B) Information exchange meeting
- C) Fact-finding meeting
- D) Information-giving meeting

3 If you are machining work held between lathe centers, and the lathe centers begin to squeal, you should first

- A) change the cutting bit
- B) run the lathe at a slower speed
- C) stop the lathe
- D) lubricate the centers

4 As a management level engineering officer, you are apt to be the primary investigator investigating the root cause of the failure of a piece of machinery. In collecting the necessary data for the root cause analysis, what should be your FIRST priority?

- A) Consulting with other technical experts, suppliers, and manufacturers.
- B) Collecting and preserving the physical evidence of the failure.
- C) Interviewing any directly involved watch standing or maintenance personnel.
- D) Reviewing the historical watch keeping and maintenance records.

5 What is the primary reason why the ballast water management regulations exist as applicable to vessels equipped with ballast tanks operating in U.S. waters?

- A) Prevent invasion of non-indigenous foreign marine species into U.S. waters.
- B) Prevent oil pollution of environmentally sensitive areas within U.S. waters.
- C) Prevent changes in salinity or salt content of coastal U.S. waters.
- D) Prevent sedimentary deposits in ports and harbor areas of U.S. waters.

6 To obtain a 1/2 inch per foot taper on an 18 inch work piece, the tailstock of the lathe must be set over

- A) 3/8 inch
- B) 1/2 inch
- C) 3/4 inch
- D) 7/8 inch

7 When a low carbon steel is undergoing heat treatment for the purposes of casehardening, what is the process that distinguishes this procedure from other hardening methods?

- A) After the steel is heated above its critical temperature, it is quenched in a carbon bath.
- B) After the steel is heated above its critical temperature, it is quenched in cold water.
- C) After the steel is heated above its critical temperature, it is allowed to cool slowly in air.
- D) After the steel is heated above its melting temperature, it is quenched in a carbon bath.

8 Which of the listed pressure control valves would be used to permit the completion of one action of a hydraulic system before a second action would be permitted?

- A) Unloading valve
- B) Sequence valve
- C) Counterbalance valve
- D) Pressure-reducing valve

9 A hydraulic fluid flow control circuit, used to control linear actuator speed during retraction, with the pump operating at above maximum pressure, is known as a

- A) bleed-off circuit
- B) metered-in circuit
- C) bleed-in circuit
- D) metered-out circuit

10 The minimum firefighting equipment to be maintained onboard a tank vessel, can be determined from the

- A) U.S.C.G. Firefighting Manual for Tank Vessels
- B) U.S.C.G. Equipment List
- C) Vessel's current articles
- D) Vessel's Certificate of Inspection

For Answers See
B E L O W

01	02	03	04	05	06	07	08	09	10
EXCELLENT - 10-8 points	GOOD - 5-7 points	POOR - 1-4 points							
CHECK YOUR SCORE									
ANSWERS TO THE LEARN-O-WIN QUIZ									

beyond their call of duty as the world has slowed to a near standstill due to the C19 outbreak, thus insuring we receive the basic essentials to survive.

More than 15 months have passed and still there is no hiatus for these altruistic seafarers who have worked beyond their contract periods. Persistently, shipping communities have been pleading, requesting and demanding with the governments across the world to open their doors for easier repatriation, but all has indeed fallen on deaf years.

Is the good old-fashioned strike the need of the hour to speed-up the repatriation process? Yes, according to Mr Frank Coles, former CEO of Transas and Wallem Group who in a recent podcast, expressed, "We need a global strike."

However, in a world where unions have themselves long given up



militancy for diplomacy, a strike is almost unthinkable. Then what?

For diplomacy to succeed, we need to inoculate more and more individuals with the C19 jabs, strictly follow and maintain all protocols of social distancing, and find innovative

ways to repatriate the seafarers during the unlocking process. Then only will it be a win-win situation for both the seafarers and governments.

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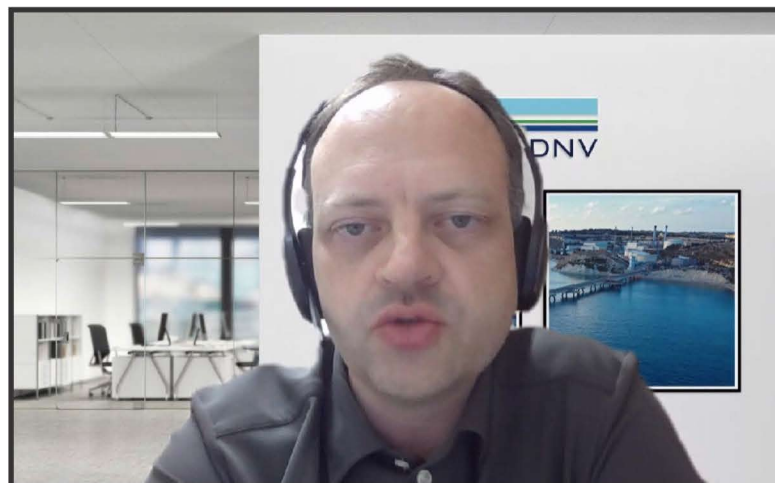
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DNV summarizes MEPC 76

Prisilla Nadar



Mr Tom Barrett



Mr Tore Longva



Mr Eirik Nyhus

The 76th session of the IMO's Marine Environment Protection Committee (MEPC 76) was held remotely from 10 to 17 June. It adopted technical and operational measures to reduce carbon intensity of international shipping, taking effect from 2023.

On 23rd June, DNV conducted a webinar summarizing the measures discussed, which includes the Energy Efficiency Existing Ship Index (EEXI), the enhanced Ship Energy Efficiency Management Plan (SEEMP) and the Carbon Intensity Indicator (CII) rating scheme.

Mr Tom Barrett, Global Head of Corporate Communications welcomed the presenters: Mr Eirik Nyhus, Director Environment and Mr Tor Longva, Principal consultant from DNV, Regulatory Affairs.

Citing IMO's vision - IMO remains committed to reducing GHG emissions from international shipping and, as a matter of urgency, aims to phase them out as soon as possible in this century; Mr Nyhus said, "IMO aims to reduce total GHG emissions from shipping by at least 50% in 2050 compared to 2008 and reduce carbon intensity (carbon emission per transport work) by 40% in 2030 and 70% in 2050 compared to 2008."

According to Mr Longva, the new measures will require all ships to calculate their EEXI following technical means to improve their energy efficiency and to establish their annual operational carbon intensity indicator (CII) and CII rating. Carbon intensity links the GHG emissions to the amount of cargo carried over distance travelled. The amendments to MARPOL Annex VI (adopted in a consolidated

revised Annex VI) are expected to enter into force on 1 November 2022, with the requirements for EEXI and CII certification coming into effect from 1 January 2023. This means that the first annual reporting will be completed in 2023, with the first rating given in 2024.

They also highlighted the comprehensive set of guidelines, adopted by MEPC 76 to support the new requirements.

The webinar was followed by question and answer session where the presenters cleared the air around MEPC 76.

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MARITIME WOMEN-POWER AWARDS

To be held soon....



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Fair Future for Seafarers

Sriti Devadiga



Mansukh Mandaviya



Dr Sanjeev Ranjan



Amitabh Kumar



Mrs HK Joshi



Sonali Banerjee



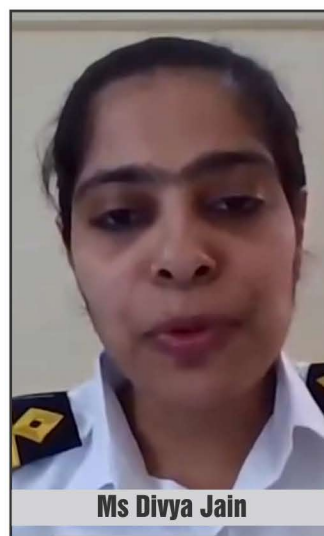
Abdulgani Serang



Capt Shiv Halbe



Atul Ubale



Ms Divya Jain



Capt Suneha Gadpande

Since last year, the whole world has been battling C19 pandemic; to ensure that the trade continues and essentials reach the masses to sustain this pandemic. The seafarers have been working relentlessly, tirelessly throughout the global lockdown and combatting challenges day in and day out. The

25th June is dedicated and celebrated as Day of the Seafarer to recognise and appreciate their contributions they render to the society. Commemorating this day, the NMDC hosted a webinar on 25th June to honour them.

Ms Sonali Banerjee, a marine engineer and currently serving as Senior Surveyor with Indian Register of Shipping compered the virtual celebration and Mr Atul Ubale, Chairman, NMDC committee and Director, Bulk Carrier and Tanker and Addl Charge Director, P&A, SCI opened the session. He welcomed all the delegates and seafarers and shared that the Day of the Seafarer is an opportunity for all of us to say a big thank you to our seafarers. The pandemic could bring out the role of the seafarers in an enhanced way as seafarers were the only ones responsible for transporting goods, medical infrastructure, medicines, oxygen, and everything even when the whole globe was shut despite the tremendous hardships caused to them.

"This year's theme is a 'Fair future for seafarers'. It stresses on the fair treatment to the seafarers, a fair working condition, enhanced training, and seafarers' welfare," he opined.

Mr Kitack Lim, Secretary General, IMO video message was relayed: "Our 2021 Day of Seafarer campaign builds on the progress we have made to support seafarers on pandemic related challenges. It aims to draw global attention to areas where fairness is important which includes safe secure environment onboard, reasonable working conditions, fair treatment in all situations as well as respect for the rights of all regardless of race, gender and religion."

Mr Mansukh Mandaviya, Hon Minister of Ports, Shipping and Waterways video message was played where he thanked the dedication, hard work and sincerity of all the seafarers who are away from their families to deliver their best at sea.

Today we have over 2lakh 40 thousand seafarers in India. He urged the younger generation to join shipping industry and appreciated the contribution made by all the seafarers towards the nation.

On the need to setup modern wellness centres at Indian Ports, Mr Mandaviya stressed, "The government has taken initiatives to set up modern-wellness centres for seafarers' at all Indian ports. Few wellness centres will be ready and running at some Indian Ports by next Day of the Seafarer."

On autonomous ships, Mr Mandaviya assured that the seafarers' jobs are secured

but it definitely will undergo technical changes and we need to be prepared for the transition. "We need to adopt with the changing technologies and need to undergo newer training and fight newer challenges," he said.

The event also witnessed award being conferred upon SCI's vessel MT Swarna Krishna for being the first Indian Flag vessel with all 14 women officers onboard. The award was handed over to Mrs HK Joshi, CMD, SCI. The award was to recognise, appreciate and salute the indomitable spirit, unflinching and relentless pursuit unleashing the potential of women in seafaring.

Capt Suneha Gadpande, Master and Ms Divya Jain, Chief Engineer, MT Swarna Krishna shared their observations and experience on the vessel.

Their motivating words spoke of the unfathomable feat women can achieve in the male dominated sector given a fair chance. It urged shipping companies to recruit more women seafarers. The message these two strong women gave out was that women has all that it takes to run a ship successfully.

The Certificate of Competency awards were given out to the seafarers for their academic performance in 2020.

Capt Shiv Halbe, CEO, MASSA updated that starting this year MASSA has initiated 4 cash awards to encourage more women in the seafaring community. These awards will be conferred upon the women of the maritime training institutes for achieving highest ranks among girl cadets at the entrance test conducted by the Indian Maritime University.

Speaking on the theme, Mr Amitabh Kumar, DGS shared that the theme for this year is apt as it showcases the challenges faced by the seafarers amidst the pandemic and how a fair treatment to the seafarer is pivotal and the need of the hour. Fairness would mean in respect to the working conditions, leave, wages, wellness opportunities, and non-discrimination based on race, gender, religion, social status and their hierarchy onboard. He shared the move of the Indian government to go digital with regards to all examinations for the seafarers.

"It is the time to review our past work and prepare for the future," he added.

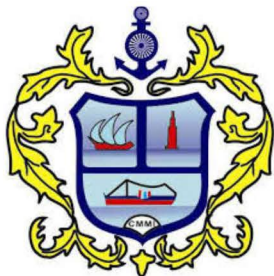
Dr Sanjeev Ranjan, Secretary, Ministry of Ports, Shipping and Waterways too left no stones unturned for the praise and recognition of seafarers' efforts and hard work.

The webinar concluded with a grand online one-of-its-kind cultural programme by the members of the shipping fraternity putting their best foot forward in showcasing their talents.

The successful culmination of the programme brought to light the purpose of celebrating the Day of Seafarer to seek and increase the visibility of seafarers by drawing attention to the invaluable role they play now and will continue to play in the future.

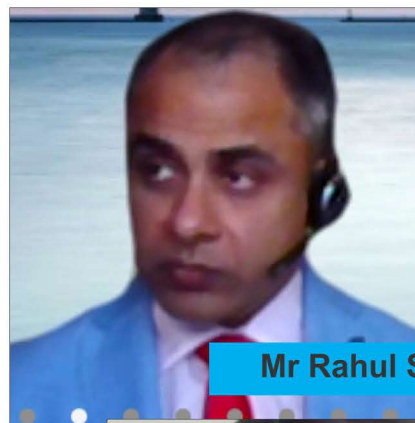
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What Rights Do I Have?

- *Prisilla Nadar*



Mr Rahul Singhal



Capt Prabhat Nigam



Capt Arjun Singh



Capt Jagdeep Kahlon



Capt Sanjiv Sehgal

This year, Day of the Seafarer campaign was titled Fair future for Seafarers. To celebrate and make the seafarers aware of their rights, The Company of Master Mariners of India (CMMI) Chandigarh Chapter organised a webinar on 26th June titled – **SEAFARER – What Rights Do I Have?**

The Guest Speakers – Mr Rahul Singhal, Senior Claims Executive, GARD P&I Club, Capt Sanjiv Sehgal, President, Aquarius Services and Capt Prabhat Nigam, President, Maritime Trainers Guild and Director, Chitkara University school of Maritime Studies (CUSMS) discussed about the rights of the seafarers according to Maritime Labour Convention (MLC). The panel discussion included salary status of the seafarers, onboard recreational facility including meals, RPSL company perspective, abandonment, piracy, P&I club and its role for seafarers' rights and repatriation and vaccination for seafarers during COVID times.

Additionally, Capt Nigam discussed the Master's Role in MLC. "Along with others, we must understand the role of Master under MLC. A Master has to ensure that all onboard has proper medical certificate, STCW certificate, Medicines as per IMG

for Ships etc," said Capt Nigam.

He also mentioned that as per MLC, the crew sleeping quarters must be above the vessel's load-line. Capt Nigam highlighted the responsibilities of RPSL companies towards seafarers and their point of view.

Mr Singhal focused on the financial security under MLC. Videos of abandon seafarers were shown at the webinar to give an in-depth knowledge to seafarers on how to act, when to act at a given situation; what can be done and what cannot be done if a seafarer is abandoned on ship. He advised the seafarers to choose employer wisely after research on financial health of the company in particular any adverse media reports.

Capt Sehgal also made seafarers aware of the several happenings in the industry.

Capt Arjun Singh, Chairman, CMMI Chandigarh Chapter hosted the entire event and Capt Jagdeep Kahlon, Vice Chairman Executive, CMMI, Chandigarh presented his views on creating awareness among seafarers about their rights.

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Overall index up 69 points



Baltic Exchange's main sea freight index, tracking rates for ships carrying dry bulk commodities, hit a more than 11-year peak bolstered by firmer rates across vessel segments.

The overall index, which factors in rates for capesize, panamax and supramax shipping vessels, was up 69 points, or 2.1%, at 3,324, its highest level since June 2010.

The capesize index edged up 34 points, or 0.9%, to 4,021.

Average daily earnings for capesizes, which typically transport 150,000-tonne cargoes such as iron ore and coal, increased \$279 to \$33,348.

Iron ore futures in Asia rose on Monday, supported by a steady decline in portside stockpiles of the steelmaking ingredient in China.

The panamax index was up 185 points, or 5.1%, at 3,827 points, the highest since June 2010.

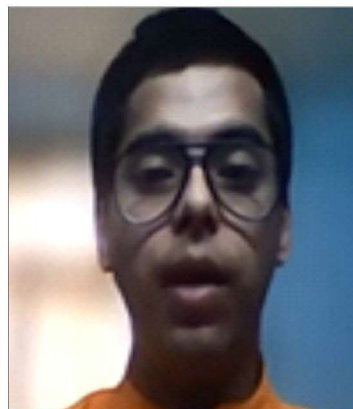
Average daily earnings for panamaxes, which usually carry coal or grain cargoes of about 60,000 to 70,000 tonnes, rose \$1,673 to \$34,447.

Among smaller vessels, the supramax index rose 22 points to 2,899.

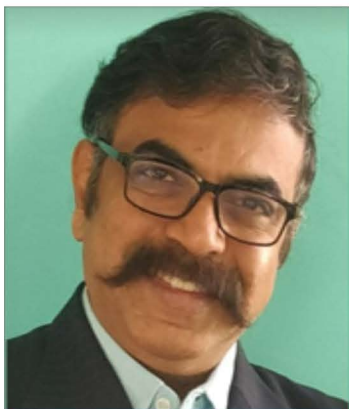
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YOG-SAMAY



Cadet Rishabh Mishra



Capt Gajanan Karanjikar



Dr Malini Shankar



Shri Mansukh Mandaviya



Shri Sanjay Bhatia

Yoga is the voyage of self-discovery. It is an ancient and beautiful Indian practise that is linked to many elements of life, including physical, spiritual, and mental well-being. It assists us in remaining fit and healthy. We can create a healthy mind, soul, and lovely heart by practising yoga postures. Yoga can be practised on a regular basis to improve one's health.

The International Day of Yoga has been celebrated annually on 21st June since 2015, following its inception in the United Nations General Assembly in 2014. The Indian Prime Minister, Narendra Modi Ji in

his UN address suggested the date of 21 June, as it is the longest day of the year in the Northern Hemisphere and shares a special significance in many parts of the world.

Cadet Rishabh Mishra, began the session by quoting *Yoga Karmasthu Kowshalya, Karmom mein kushaltha hi yoga*, before welcoming Dr Malini Shankar, Director of the National Maritime Board, faculty members from IMU and other universities, guests, and other cadet members to the meeting, which was held on 21st June. IMU, AIMPA, SAMIPTA, and MPG organised YOG SAMAY (Yoga Session Accompanying

Mariners And Youngsters) to promote the International Day of Yoga.

Capt Gajanan Karanjikar expressed his regret for Mr Amitabh Kumar, Director, DGS unable to attend the event and read Mr Kumar's message: ***Wishing the YOG SAMAY all the best. This will help seafarers and young mariners in these tough times.***

In her welcome speech, Dr Malini Shankar, Vice Chancellor, Indian Maritime University (IMU) said, "Yoga is an endeavour to bring the mind and body together and boost productivity on a personal and professional



Shri Narendra Modi
(Hon'ble Prime Minister of India)



Shri Mansukh Mandaviya
(Minister of State for Ports, Shipping & Waterways)



YOG-SAMAY

(Yog Session Accompanying Mariners And Youngsters)

by

INTERNATIONAL DAY OF YOGA
IMU, AIMPA, SAMIPTA & MFG

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Guest of Honour

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(Vice Chancellor, IMU)

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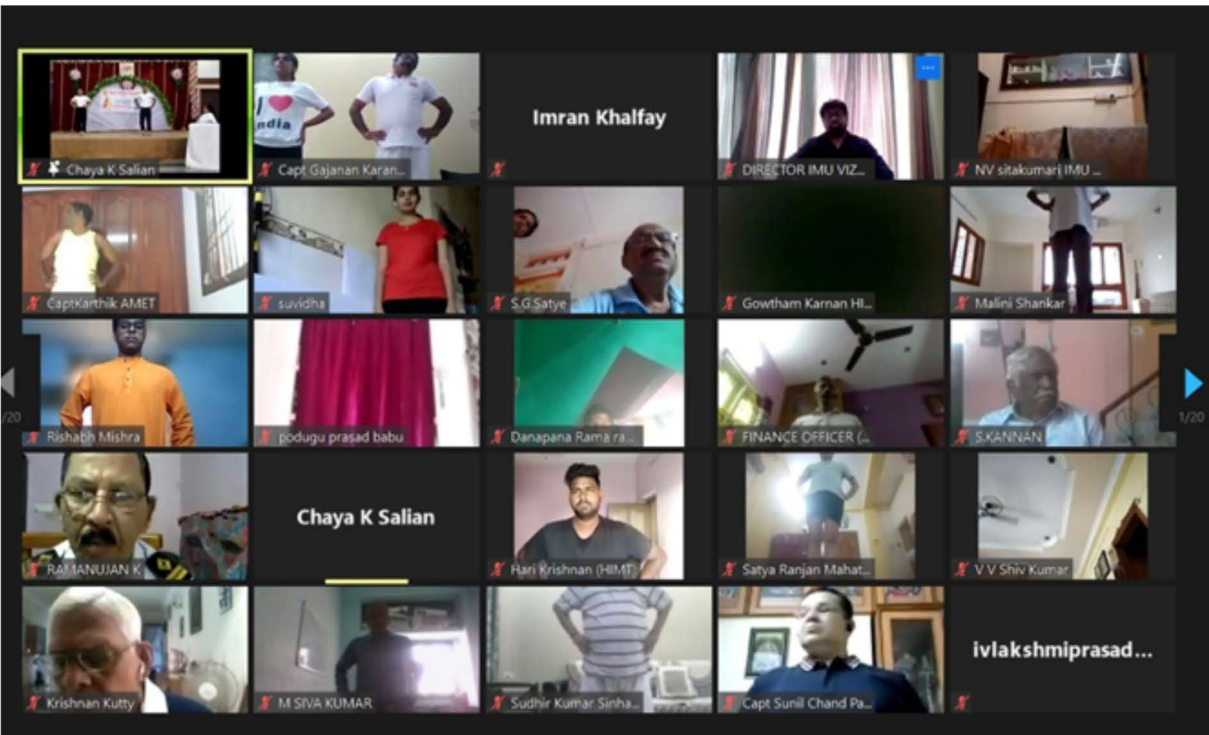
- 0745 hrs : Admission to meeting starts
- 0800 hrs : Welcome Speech
- 0805 hrs : Addressal by Dr. Malini Shankar
- 0808 hrs : Addressal by Shri Amitabh Kumar
- 0811 hrs : Words of wisdom by Hon'ble Minister
- 0816 hrs : Yog Prathana & Yog Abhyas by
Shri Ambika Yog Kutir
- 0840 hrs : Heartful meditation by
Shri Sanjay Bhatia ji
- 0855 hrs : Yog Sankalp
- 0857 hrs : Vandematram

ORGANISATIONS:



'SAMIPTA'





The benefits of each yoga asana were explained, along with which parts of the body benefited. The session was both energising and relaxing.

It was followed by a special speech from Mr Sanjay Bhatia, Former Chairman of the Mumbai Port Trust, who led the participants in a meditation session based on the Heartfulness principle. The session was based on the theory that God is within us, in the form of light in our hearts, and he guided the participants through their pranayama, making them feel their inner light and realising that that the universal power is revealing itself to us.

The YogaAbhyas as per the guidelines of AYUSH ministry was conducted by AMBIKA Yog Kutir who is approved by Ayush Mantralay and Heartful meditation was

level.” She talked about her personal yoga experience and how it helped her. She was glad to say that she hailed from a country with such aesthetics, as yoga is now widely practised in all countries. She discovered it to be particularly.

The chief guest, Mr Mansukh Mandaviya, Minister of State for Ports, Shipping, and Waterways honoured the event with his presence.

He claimed that Yoga, Ayurveda, and societal norms and beliefs, including our family systems, were established in ancient Indian society, specifically the Vedic society. Yoga is a type of research that was established in India to create a successful form of society.

He believed that practicing Yoga was essential for a perfect family and a perfect society. Yoga not only provides us with physical stability, but serves as an inspiration and practise for us to live our lives in a way that promotes the integrity and unity of our country. For the past seven years, the entire world has celebrated International Yoga Day, with India serving as the foundation for this practise, thereby recognizing, acknowledging our way of life and traditions as best practise. So, instead of Western education, it must be our philosophy and duty to teach our generations and the world about our beliefs, without forgetting the foundation of our Indian cultures, strength, and education. He also emphasised the importance of Yoga in the development of mental health, stamina, and mindset of all seafarers who practise Yoga for 4 – 5 minutes on a regular basis. He stated that he tries a



set of asanas that he can do on a daily basis and gains useful developments in his day.

The following session was Yoga Abhyas, an organisation approved by the Ministry of Shipping to teach yoga to seafarers and Young Mariners. Mrs Chaya K Sailan taught it and demonstrated various yoga asanas. It began with an OM chanting and a ritual Sanskrit prayer to bring the mind and body into harmony.

Aashish and Aishwarya demonstrated the asanas as Mrs Chaya K Sailan instructed them. The main motive was to perform the yoga in a relaxed manner as a flow with the body. The exercises included neck exercises including neck stretches and neck rotation, elbow rotations, arm stretches and arm rotations, Utkatasana, Tadasana, Pada Hasthasana, Forward and Backward bending, Bhatrasana, Vajrasana, Sukahasana, Dandasana, Shasankasana, Basic thigh and leg stretches, Savasana, Makaraana, Leg raises, Padmanasana and thus ending neatly with a series of active and passive pranayama.

carried out by Mr Sanjay Bhatia, Up-Lokpal Maharashtra State and Ex-chairman of MBPT.

Capt Karanjikar recited the Sankalp, which translates to – we should keep our minds pure at all times. Only in this way will our mental health improve. We will carry out our responsibilities in accordance with our personal, family, and societal values, ensuring that decisions are made in a happy and peaceful manner.

A yog sankalp was taken by all the participants in the session in order to maintain the commitment of yoga practice in their daily life.

The gathering came to a cheerful and peaceful conclusion with a vote of appreciation and a song of the national anthem, Vande Mataram, sung by Dr S Kalpana, Associate Professor AMET University.

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No seafarers, No shipping and No shopping

- Prisilla Nadar



[Mumbai, 28th June] Seafarers; are the one who are working restlessly supply the cargo all around the globe without any recognition. Even during this pandemic, seafarers did not budge and kept serving the countries in need. People who are not much aware of the seafarers need to know, if there are no seafarers, there would not be any shipping taking place, and without any shipping of products, people won't be able to shop. Highlighting this Capt James Foong organized a webinar on 25th June, as part of celebrating seafarers' day, where experts spoke about the importance of the seafarers.

"Seafarers have always been the heart of world trade, their work touches the lives of each and every one of us," said Mr Kitack Lim, General Secretary, International Maritime Organisation (IMO) through his video message. "The ongoing COVID-19 pandemic created challenging working conditions including difficulties with port access, repatriation, crew changes and more; unfortunately there are still many seafarers who are stuck at sea for an extended period beyond their contract and others unable to join the ship," stated Mr Lim. "Despite these difficulties, seafarers have gone beyond the call of duty," he added.

He assured that IMO and partners are

doing their best to support seafarers in each and every means.

Mr Lim also emphasized on fair future for the seafarers.

Capt Foong along with Ms Eva Lianne Berger welcomed the guest speakers on this special day from different part of the world. The guest list included; Mr Manoj Joy, Community development manager, the Sailors's Society of India; Ms Pam Kern MS, LMSW-cc Former Seafarers and Psychotherapist, Mr Gordon Foot FNI Senior Offshore Client Representative; Ms Jillian Carson, President of the Nautical Institute; Capt Andre LeGoubin MNM MA FNI, Senior Vice President of the Nautical Institute; Ms Maria Dixon, CEO ISM Shipping solutions Ltd; Capt Ozgur Dogan Gunes, AFNI, Executive Director, TriNoden Marine; Mr Simon Grainge, CEO, International Seafarers' Welfare and Assistance Network.

Every one expressed their opinion on who are seafarers and why do they matter. "Seafarers have given their life for the industry, now we need to find out ways to help them, as seafarers are not getting the slots of their vaccination," said Mr Joy. He requested the entire industry to help the seafarers facing such issues. Concentrating on younger seafarers Capt

LeGoubin said, "Young seafarers are the future of this industry." "We have to make sure that quality jobs are available for them," he opined. Capt LeGoubin insisted on having a free access to the internet onboard. Adding to which Ms Pam acknowledged that Internet for this generation is a basic utility. Ms Dixon and Ms Carson agreed that Internet is useful for having connection and communication that plays a major role in keeping the mental health of the seafarer steady. Mr Foot

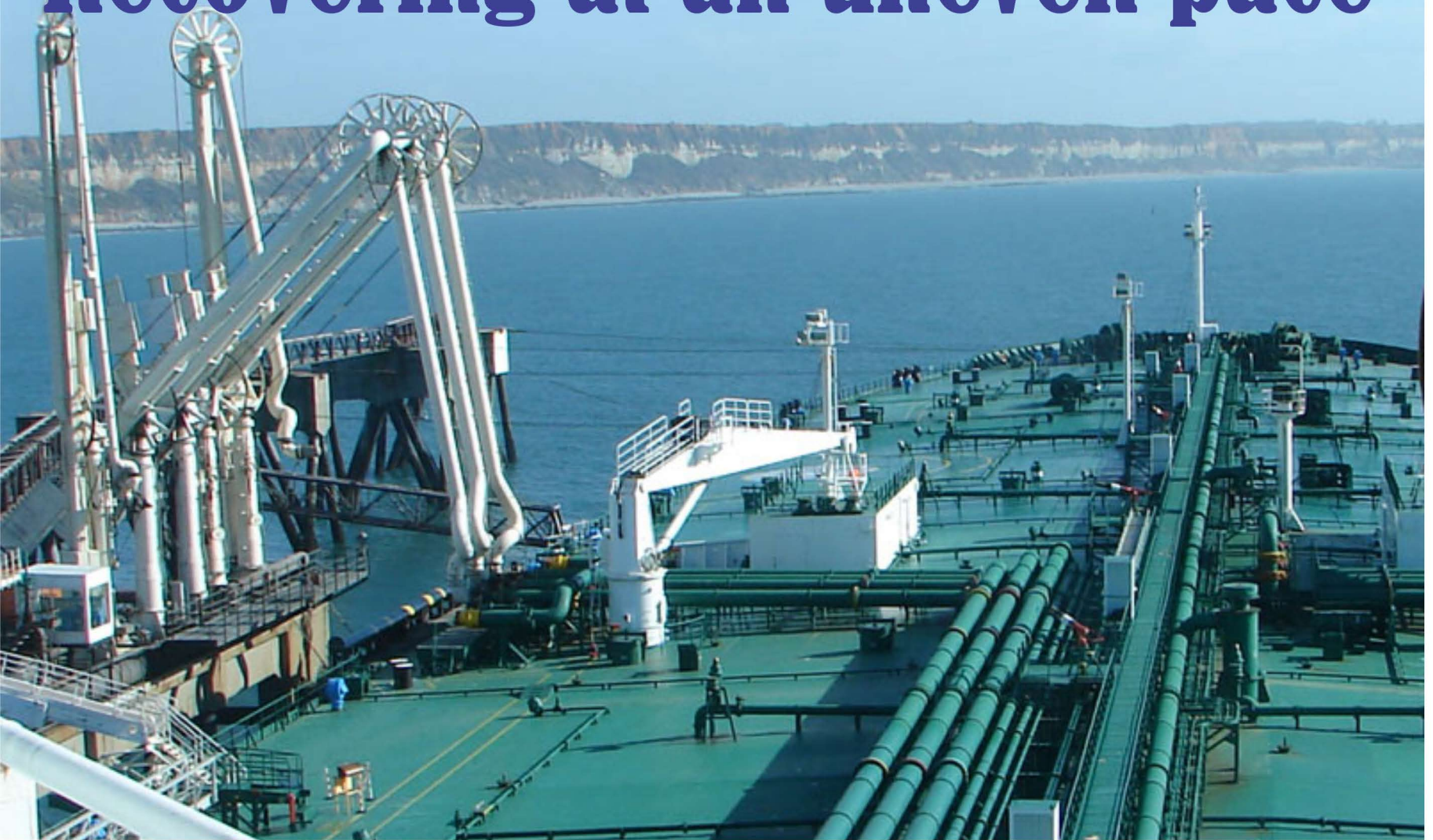
Capt Gunes stressed upon the need to do something new to create awareness about maritime industry and the seafarers. He stated that, we really need to get out of our comfort zone to spread awareness.

"Seafarers are still an invisible workforce," said Mr Grainge. He explained the challenges ISWAN went through to help the stranded seafarers.

Day of the seafarers and the speakers of this webinar paid tribute to the world's 1.6 million unsung heroes at sea who carry out 90% of world trade through their heartfelt appreciations.

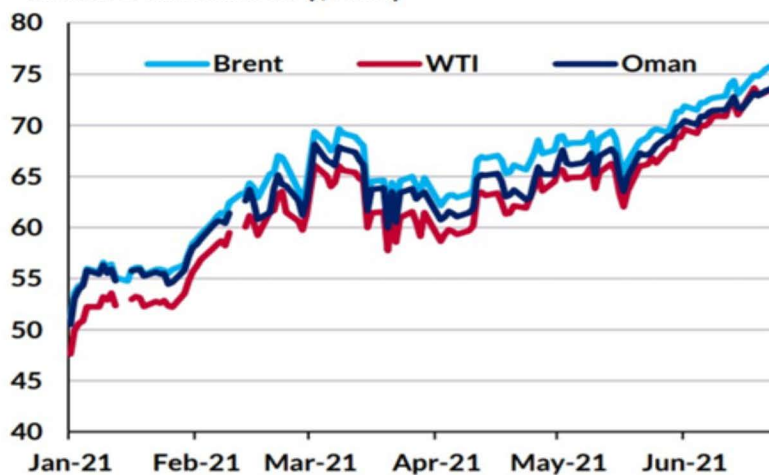
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Recovering at an uneven pace



A recovery for the tanker market is long overdue, but it seems that owners could have to wait a little longer. In its latest weekly report, shipbroker Gibson said that "as global oil demand charts a path to recovery it is becoming increasingly clear that the world is recovering at an uneven pace. China was the first to go into lockdown and the first to emerge, seeing its own oil demand quickly return to pre-pandemic levels. However, recently the rest of Asia has lagged with Eastern demand being impacted by strict lockdowns in Southeast Asia and India. In recent years, the East has been heralded as the major driver of oil demand but this quarter the West has been the major driving force as the US continues to rebound and Europe emerges from lockdowns following major vaccination drives".

Crude Benchmarks (\$/bbl)



According to Gibson, "this geographical imbalance in the demand recovery is having implications for tankers. In the crude market, comparatively stronger Western demand is supporting regional spot crude prices. In the US, WTI prices have risen to exceed the Oman Middle East benchmark, effectively closing the arbitrage to ship US crude to Asia. Brent has also risen relative to Eastern benchmarks, impacting the viability of flows of Brent priced grades to the East".

The shipbroker added that "these pricing dynamics have implications for freight rates. Increasingly Asian refiners are incentivized to purchase Middle Eastern crude, draw from storage or source regional grades. Buyers in the Atlantic are also favoring local cargoes, and these shifting trade patterns are in turn, shifting demand between the different tanker classes. Under such conditions, Suezmaxes and Aframaxs will be the primary beneficiaries. Indeed when looking at freight rates across different asset classes, the smaller sizes are currently outperforming the VLCCs, even if the absolute levels remain low".

"However, this market distortion will not last indefinitely. Q3 2021 will see growing Eastern demand. Indian demand is already showing signs of rebounding, having increased by approximately 12-13% over the first half of June compared to the same period of May. Restrictions elsewhere in Asia are also expected to be gradually eased leading to incremental increases in oil consumption", the shipbroker noted.

Gibson added that "oil supply is also expected to increase over the third quarter. Further OPEC+ barrels will hit the market in July, with the group expected to announce its plan for August onwards production levels at next week's ministerial meeting. Subject to the supply/demand balance, increased oil flows should impact pricing differentials, gradually allowing for "normal" trade patterns to emerge. Demand from China however is looking less certain. Last week China issued 35 million tonnes of crude import quota to its independent refiners (a 35% drop YOY) as the Government looks to crackdown on overcapacity in the sector and rein in emissions. On this basis imports by independent refiners face a substantial decline in the second half of 2021, although fuel oil imports are expected to increase, and state-owned refiners may increase run rates to compensate".

"Over the long term, refinery run rates in the West will remain below pre-Covid levels, whilst Eastern throughput will exceed 2019 levels from next year. These shifting demand patterns will see the Atlantic crude surplus and Asian deficit widen, driving West to East crude trade. All in all, the distortions we are seeing in the market today are just that – distortions, not a new reality", the shipbroker concluded.

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