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MONDAY, 2 AUGUST 2021
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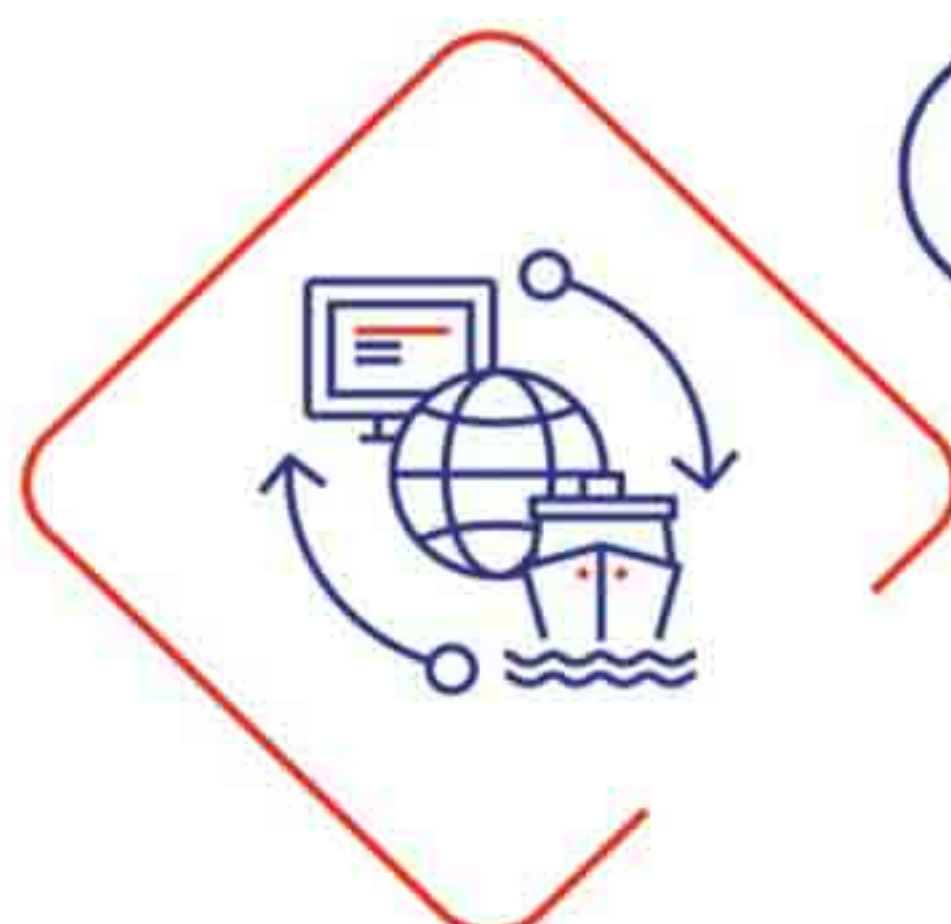
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DELHI OFFICE : Unit No 254, 2nd Floor, D21 Corporate Park, Sector 21, Dwarka, New Delhi - 110077, PIC: Mr. Manoj Sharma: +91 8377909271, Mr Mayank Gogia: +91 8377909296, Email CV to crew.mumbai@mtmsm.com

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

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2. CHIEF MATE PHASE II	3 Months	15.03 / 15.06 / 15.09 / 15.12 / 15.03	2. STCW (BSST) + STSDSD Course	20days	Every Monday	2. FFFF REF (Candidate has to physically attend the practical on his own)	1 day	Every Tuesday & Saturday
3. CHIEF MATE PHASE I	3 Months	15.02 / 15.05 / 16.08 / 15.11 / 12.02	3. STSDSD	3 days	Every Monday	3. MFA REF	1 day	Every 2nd Thursday of the month
4. 2ND MATE EG.	4 Months	15.02 / 15.04 / 15.06 / 16.08 / 15.10 / 15.12	4. DTFC + CTFC	8 days	Every 1st & 3rd Monday of the month	4. MEDICAL CARE REF	2 days	Every 4th Thursday & Friday of the month
5. NWKO (NCV)	4 Months	15.02 / 15.04 / 15.06 / 16.08 / 15.10 / 15.12	5. GTFC	6 days	Every 2nd & 4th Monday of the month			
SIMULATOR COURSES			6. SSO	3 days	Every alternate Thursday			
1. GMDSS	2 weeks	Every 1st Monday of the month	7. MFA	4 days	Every 2nd Monday of the month			
2. ROC	2 weeks	Every 3rd Monday of the month	8. MEDICAL CARE	2 weeks	Every 3rd Monday of the month			
3. ARPA	7 days	Every 1st Monday of the month						
4. RANSCO	7 days	Every 2nd Monday of the month						
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7. SMS	7 DAYS	3rd Monday of the month						

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CONTACT PERSONS:

Dr. Sanjay Bhavnani | Capt. H. K. Engineer | Capt. A. Dayal
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Flexible Logistics Arrangement

The rocketing shipping prices and a drastic shortage of containers have been putting huge pressure on Chinese trading companies since the beginning of the pandemic. A report stated that since April, freight rates have surged by around five times compared with the same period in 2019.

Particularly for the European and US routes, firms are now booking containers a month in advance, the report said, noting that increasing shipping demand and short supply of shipping capacity have been driving up the prices, combined with falling turnover efficiency in overseas ports which has also aggravated the container shortage.

In fact, skyrocketing freight rates is no longer breaking news. During the past year, the prices have been climbing on a weekly and even daily basis. The price of delivering one container from China to the UK in last November jumped 300 percent from that of March in 2020. Industrial data showed that global shipping prices in May have hit a 12-year new high.

The deadly novel coronavirus and emerging variants have been battering the global trade, altering the previous international production pattern and creating an extremely uneven distribution of containers.

As China managed to bring the epidemic under control faster, its manufacturing sector has seen an earlier recovery and increasing external demand. It reported a 27.1 percent year-on-year growth for trade in the first half of 2021. Its exports surged 28.1 percent during the period, and imports increased 25.9 percent, becoming a stabilizer of the global trade throughout the pandemic.

Meanwhile the virus and its variants will not be eradicated any time soon. While the spread continues in many countries and regions and resurgence risks remain, market observers estimate that the imbalance between demand and supply of the shipping capacity may persist until next year. Though transport departments have been stepping up efforts to relieve pressure, more coping measures may still be needed from different parties to jointly tackle the challenges, such as firms forming a more flexible logistic arrangement to shore up flexibility and anti-risk capability, and industrial groups to enhance related coordination to increase shipping efficiency.

It will undoubtedly be a tough campaign, but the international freight patterns have already seen obvious changes during the pandemic. Land transportation has witnessed faster growth and played an increasingly important role in the cross-border trade sector. For instance, some stations of the China-Europe freight train routes rolled out contact-free clearance services to control the infection risks of goods delivering.

The Suez Canal jam in March also disrupted the shipping market order which observers believe it still causing ripple effects. The accident served as a warning for global traders that they may need a more diversified logistic arrangement, which is crucial not only during the pandemic, but also important for their long-term growth.

Industrial organizations need to enhance coordination, especially among small-sized trading firms, as reports have revealed that many companies choose to book more containers than actual need in order to secure their delivery amid the container shortage, it may only aggravate the market imbalance. Also, frequent price changing requires closer supervision from industrial organizations and market regulatory authorities.

Currently, the potential resurgence of the infection has clouded near-term prospects for some countries and regions, but the overall global outlook remains promising. China, as the largest manufacturing hub and the second largest economy of the world, has shown its strong resilience during the health crisis. With continuous effort to keep inflection at bay and support production, its trade sector is expected to remain rosy in the future which will bring about challenges such as shipping problems for the trading companies, but, also an opportunity for them to upgrade and grow.

Have a great week ahead!

All your feedback to the Editor will be acknowledged. Write to kamal@marexmedia.com

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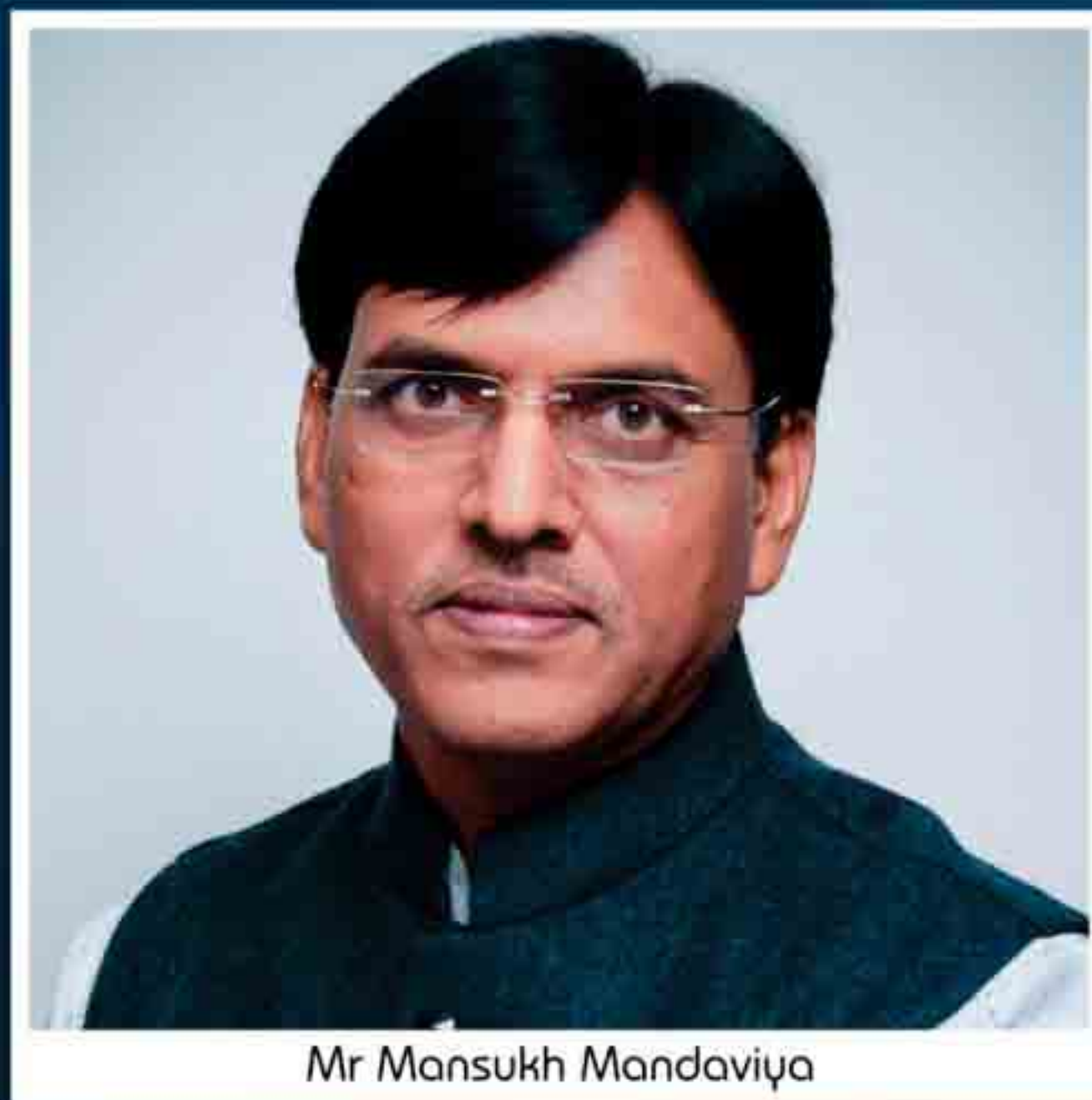
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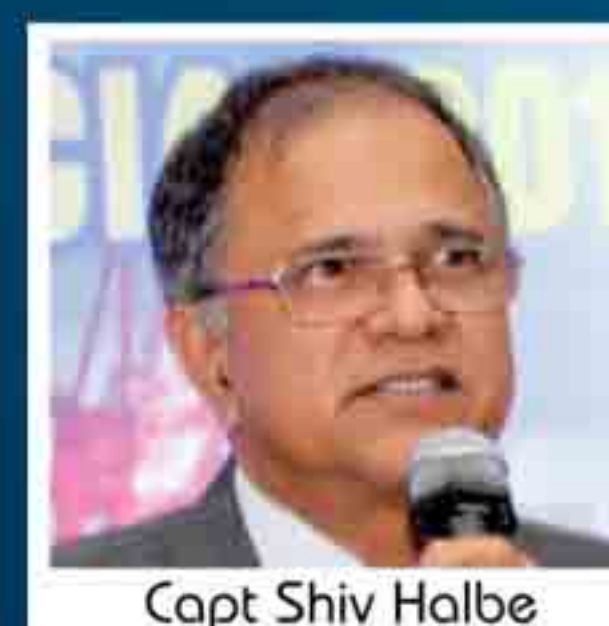
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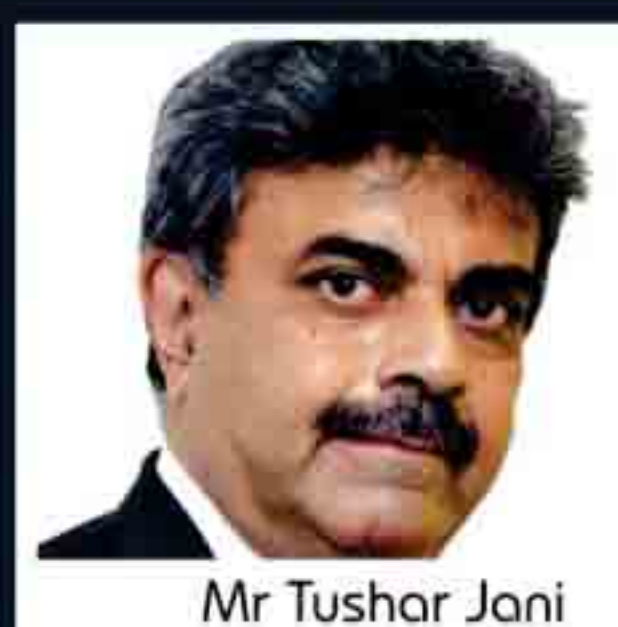
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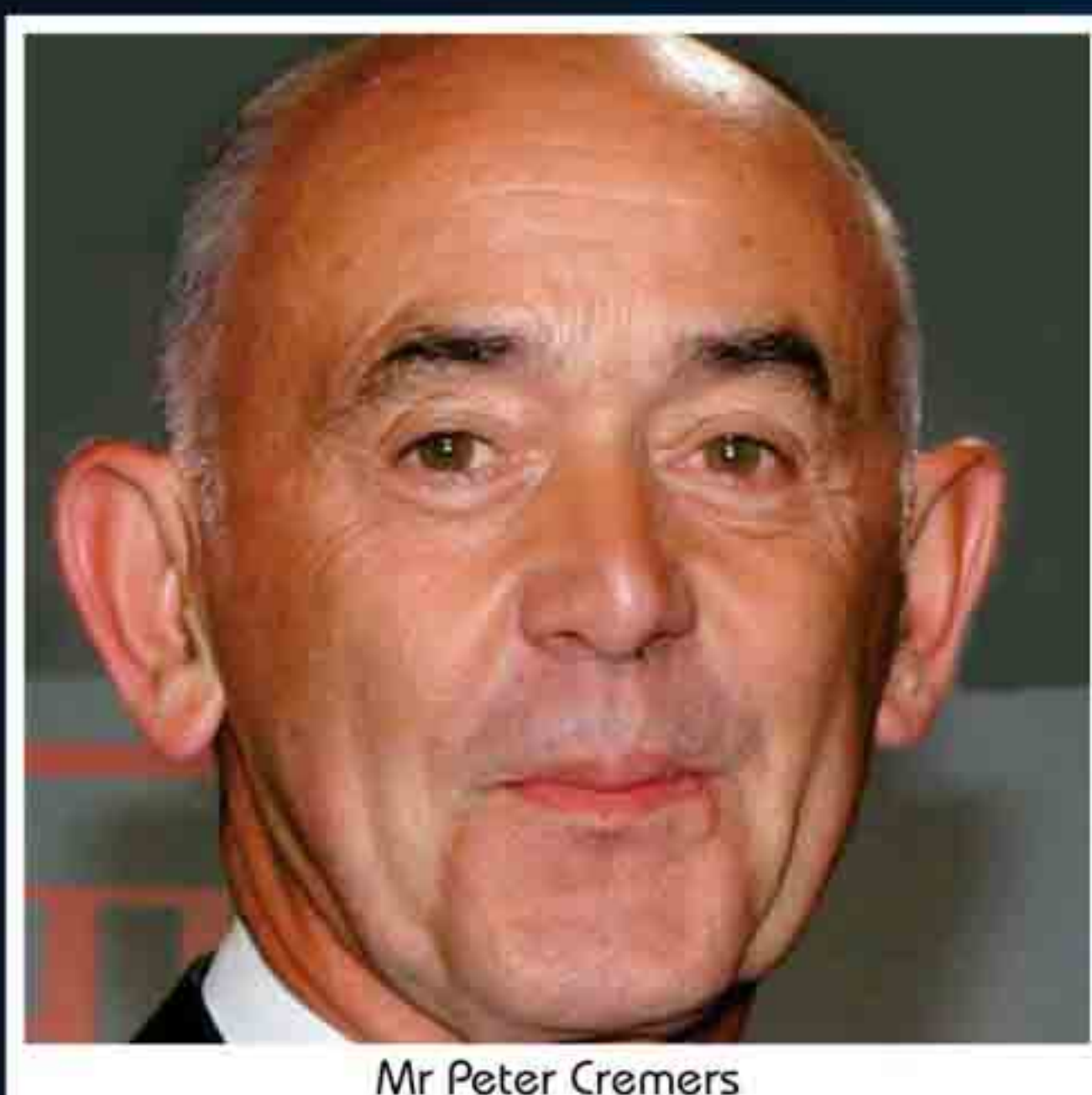
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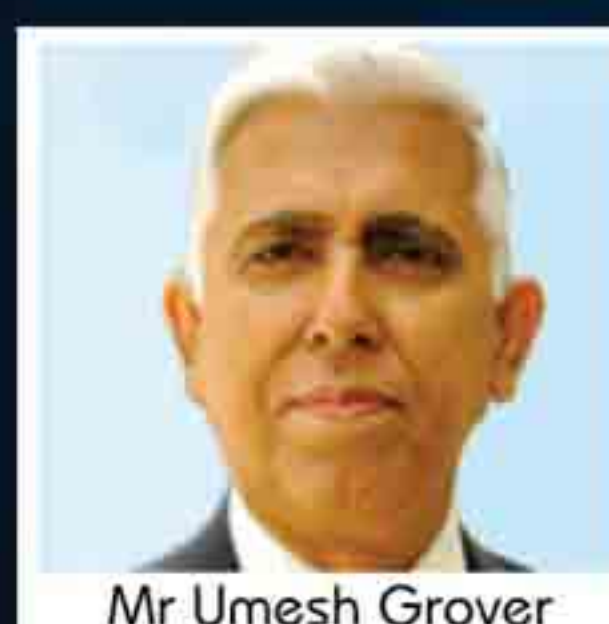
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EDITORIAL

EDITOR	KAMAL CHADHA, CAPT
EXECUTIVE EDITOR	M MAHAJAN, CAPT
ASSISTANT EDITOR	DELPHINE ESTIBEIRO delphine@marexmedia.com
REPORTERS	SRITI ROY correspondent@marexmedia.com
	PRISILLA NADAR reports@marexmedia.com

CONTRIBUTORS

S PULLAT, CAPT | NARESH NANDA | VIKRAM GOKHALE | PS RATH, CAPT | B VENUGOPAL | MAHENDRA SINGH

MARKETING

SR MANAGER MARKETING	SONIA PARMAR sonia@marexmedia.com
CIRCULATION MANAGER	BHAVNA PIMPALE bhavna@marexmedia.com

PRODUCTION

ADVERTISING CO-ORDINATOR	BHAVNA PIMPALE advert@marexmedia.com
LAYOUT DESIGNERS	SHIRISH KIRTANE MANISH MALVE SANTOSH NIVALKAR MANGESH SHELAR

ACCOUNTS

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Due to threat of Corona Virus (COVID-19), as per Government & DGS Directives, Fosma Maritime Institutes, KOLKATA is conducting ALL Competency courses and Modular Courses in On-Line Virtual Class Room Mode, and shall continue until further notice.

AWARDED GRADE A1 (OUTSTANDING) WITH A SCORE OF 93.04% BY DNV-GL.

COURSE SCHEDULE W.E.F. 1ST APRIL 2021

No	Name of DGS approved course	Duration	Jun 2021	Jul 2021	Aug 2021	Sep 2021	Oct 2021	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	April 2022	May 2022	Fees (Rs.)	Capacity
Competency Courses																
As per Course Starting Dates notified by the Directorate General of Shipping																
1	Second Mate (FG)	4 months	15		16		18		15		15		18		6,500/- p.m.	40
2	Second Mate (FG) Foundation	2 months	01		02		01		01		01		01		6,000/- p.m.	20
3	Chief Mate (FG) Phase I	3 months			16			15			15			16	11,500/- p.m.	40
4	Chief Mate (FG) Phase II	3 months	15			15			15			15			12,500/- p.m.	38
5	Master (FG) ASM	1½ Month		01		01		01		03		01		02	12,000/- p.m.	24
6	MEO Class I	2 months	01	01	01	01	01	01	01	01	01	01	01	01	12,000/- p.m.	24
7	MEO Class II 1st Batch	4 months		01	01		01	01	01		01	01	01		5,000/- p.m.	38
8	MEO Class II 2nd Batch	4 months	01			01	01			01	01			01	5,000/- p.m.	40
9	MEO Class IV Pre (Non DG)	2 months	01	01	02	01	01	01	01	03	01	01	01	02	5,000/- p.m.	24
Modular Courses																
No	Name of DGS approved course	Duration	June	July	August	September	October	November	December	January	February	March	April	May	Fees (Rs.)	Capacity
1	RUT (Reval) Course for Deck Officers-Management/Operational	11/05 days	08,22		05,19		02,23		06,20		18		08,22		16,000 / 6,000	38
2	RUT (Reval) Course for Engineers-Management/Operational	11/06 days													10,000 / 6,000	38
3	RUT (Reval) Course for ALL ENGINEERS	3 days		15		13		24		21		26		23	6000/-	24
4	Ship Security Officer (SSO) Course	3 days	08,28		05,26		02,23		06,27		04,27		01,22		4,000/-	24
5	Passenger Ship Safety (PSS) course	5 days	21				23				25				7,000/-	12
6	Passenger Ship Familiarisation (PSF) course	2.5 days	16				16				21				3,000/-	12
7	Medical First Aid (MFA) 3 D(T) +1 D(P)	3 days(T)	01,21		05,26		02,23		06,27		04,25		01,22		2,500/-	24
8	Medical First Aid (MFA) Refresher 1D(T) +1D(P)	1 day(T)	04,24		08,29		05,26		09,30		07,28		05,25		1,500/-	24
9	Medical Care Course (Medicare) 8 D(T)+2D(P)	8 days(T)	7		12		9		13				8		5,500/-	24
10	Medical Care Course (Medicare) Refresher 1 D(T) +1 D(P)	1 day(T)	17-18		22-23		19-20		23-24				18-19		2,500/-	24
11	Advanced training for oil tanker cargo operations (ATOTCO Oil)	10 days	14		12		9		13		11		8		6,000/-	16
Simulator Courses																
1	Ship Manoeuvring Simulator - (SMS)	5 days													18,000/-	08
2	Radar, ARPA & Navigation Simulator (RANSCO)	6 days													7,000/-	09
3	ECDIS COURSE	5 days													8000/-	12
4	Radar Observers Course (ROC)	10 days													6,500/-	18
5	Automated RadarPlotting Aids. (ARPA)	5 days													4,000/-	18
6	Liquid Cargo Handling Simulator (LCHS Oil)	5 days													14,000/-	08
7	Eng Room Simulator For Operational Level	3 days													3,000/-	12
8	Eng Room Simulator For Management Level	5 days													5,000/-	12
9	Diesel Engine Combustion Gas Monitor Simulator	3 days													6,000/-	12

DUE TO LOCAL LOCKDOWN NO BOOKINGS ARE BEING ACCEPTED

In case of any doubt, please
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Capt. H.K. Ray: +91 9433060124 for Masters (FG) ASM & Ship Manoeuvring Simulator
Capt. A. Dagman : +919874838928 for Chief Mate (FG) Phase II, & Radar, ARPA & Navigation Simulator Course
Capt. Ashok Menon : +91 9831636004 for Chief Mate (FG) Phase I & ECDIS
Capt. N. Karmakar : +91 9433005956 for Second Mate (FG) & Refresher & Updating Course for Masters & Deck Officers
Mr. Somnath Tat : +91 7059660455 for MEO Class I, MEO Class II, MEO Class IV, Refresher & Updating course for Engrs & Eng Room Simulator course
Capt. Tapan Kumar : +91 9163894750 for all Modular Courses
Capt. R. K. Sinha : +919874612344 for ATOTCO & LCHS

PRINCIPAL - Capt. Surendra Manocha : +91 8100771366

Course Booking : Please email your requirements to <fosmakolkata@gmail.com> OR Contact Mr. Tapas Bhattacharjee on 033-4409 1300 (100 Lines) OR +91 9874233324 (mobile)
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senthilkumar@synergymanning.com

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Building, Chandivali Farm Road,
Andheri(E), Mumbai - 400072
Ph: +91 22 61247200
Mr Amol Ghorpade
Mob: +91 75060 03270
amol.a@synergymanning.com

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DLF Towers, 15 Shivaji Marg,
Moti Nagar, New Delhi - 110015
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Mr Tejveer Singh Shakya
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Mumbai Office

Contact Person :

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

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 E-mail: crewplan@pentagonmarine.com PIC: Ms. Swati Dhadve, Ms.Deepika Mohite & Mr.Prakash Jangam

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 PIC: Dr. Anil Kumar Pandey

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ONLINE DGS APPROVED COURSES for the Month of August 2021 is as below

Name of the Course	Date
TASCO (ATOTCO)	: 02/08/2021
CHEMCO (ATCTCO)	: 16/08/2021
GASCO (ATGTCO)	: 09/08/2021
BTOCTCO (OIL & CHEM)	: 27/08/2021
BTGTCO (GTFC)	: 23/08/2021
STSDSD (SECURITY DESIGNATED)	: Every Monday, Wednesday & Friday

Discount available on bulk bookings

NOTE : 1) If any Public Holidays follows on above scheduled day, the courses will commence on the immediate following day.
 2) The above duration (6 hours a day) is minimum and same can be increased by maximum a day if the candidate and or faculty so requires.

SKILL DEVELOPMENT & ENHANCEMENT MARITIME COURSES

NAME OF THE COURSE	HELD ON	NAME OF THE COURSE	HELD ON
1. Advance Vessel Handling	02 Days	11. Crew Safety	01 Day
2. Bridge Resources Management (BRM)	03 Days	12. Engine Room Familiarization	01 Day
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
8. IILP (Incident Investigation & Loss Prevention)	01 Day	18. Large Vessel Handling	02 Days
9. RAM (Risk Assessment & Management)	01 Day	19. Ice Navigation	02 Days
10. Shipboard Safety Officer (SBSO)	02 Days	20. VOC (Volatile organic Compounds)	01 Day

*Candidate who have already done one course from PMTRI will get 10 % discount on the next course.

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LIST OF CANDIDATES

SR. NO.	NAME OF CANDIDATE	SR. NO.	NAME OF CANDIDATE	SR. NO.	NAME OF CANDIDATE
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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
16	Capt. George Alexander K.	32	Capt. Patankar Milind Kashinath		

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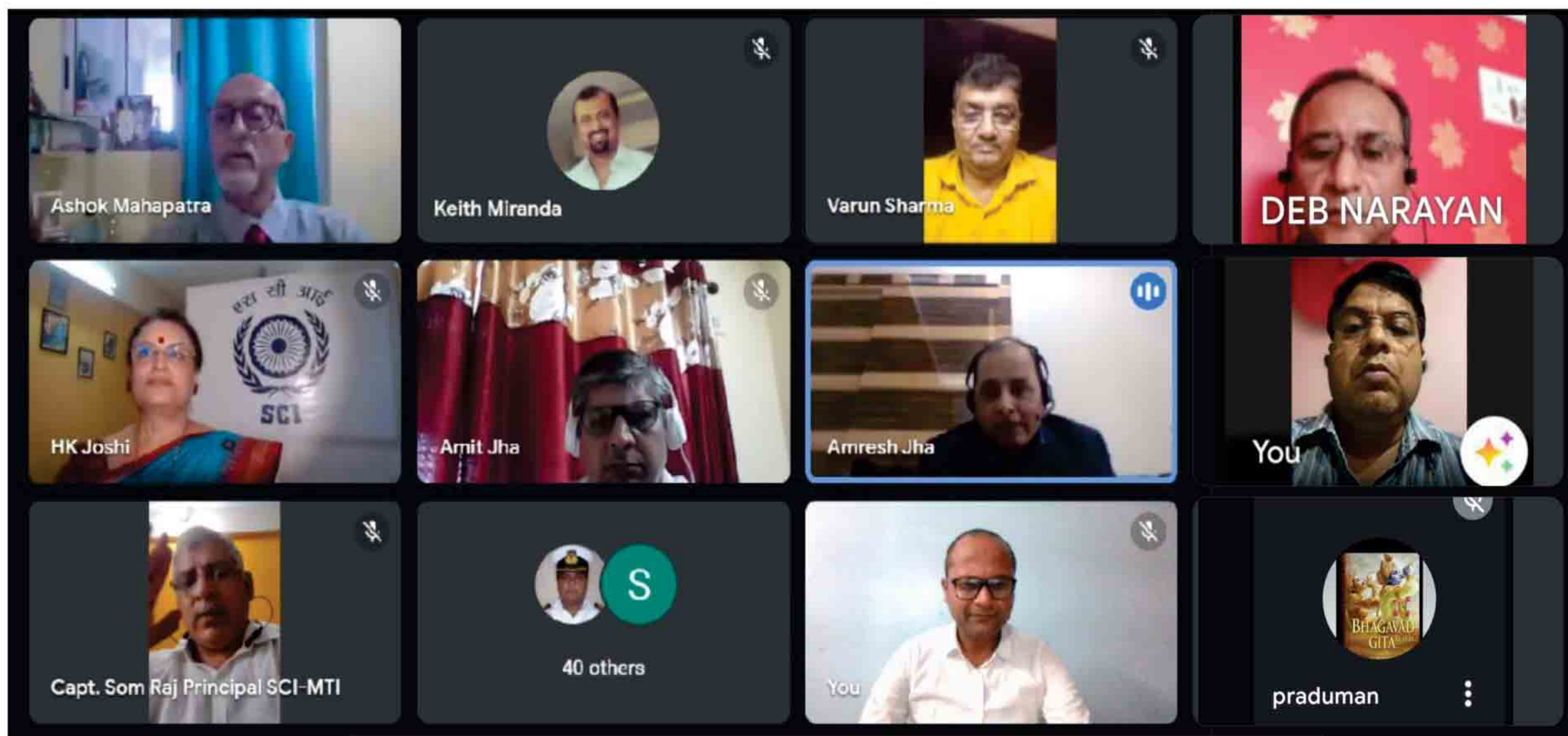
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Seafarers India hosts first ever knowledge and leadership webinar for seafarers

- Sriti Devadiga



We all at some points of time have felt need of some support system even though there are many already available still this vacuum has always been felt. For this collated work, Seafarers India hosted its first ever knowledge

and leadership-based webinar targeted towards seafarers' welfare. The webinar was on 24th July and witnessed over 100 participants from various parts of India.

Mentoring the seafarers were Capt Ashok Mahapatra, Former Director, Maritime Safety Division, IMO who explicitly spoke on Navigating a seafaring career from scratch to success along with Mrs HK Joshi, CMD, The Shipping Corporation of India Limited (SCI) who shed light on leadership – a journey and not mere instance.

Speaking on the Seafarers India forum which conceptualised in July 2021, Capt Amresh Jha, Founder, Seafarers India and Director, Kanoo Shipping India shared, “It has been decided that group will take one initiative at a time and need of the hour today for seafarers is vaccinations and mental, physical, emotional wellbeing. Seafarers India group will be focusing in these two areas for next 6 months. By then hopefully Covid situations will also eased out and we can then take up on other agendas. Seafarers India will help building leadership qualities, to lead self and others when needed.”

“This initiative is one of the ways to offer and add value to the existing good system in place and to bring all seafarers community together for helping each other,” said Capt Jha.

“We all have experienced and agree to the fact that seafarers in India are fragmented and there is a strong need to bring all of them together. As the saying goes, together we are great and divided we are no one. Vision of this forum is to make all of us united and to be recognized globally for the uplifting and betterment of seafarers,” he added further.

Guiding the seafarers, Capt Mahapatra shared, “Learn to accept what you can do and pause for some time. Revisit your work again tomorrow with a fresh approach only then you can recognise your mistakes and make your work error free.”

He further opined, “Theory teaches you through the experience of others. Theoretical knowledge can give you a deeper understanding of a concept, but practical knowledge is better because then you actually know how to do things in the real world. Both theoretical knowledge and practical skills are

necessary to master a field.”

Speaking on leadership in the maritime field, Mrs Joshi said, “There is a need of emotional and mental strengthening which can be achieved only when we perceive a situation as a challenge and not as a blockage; challenges needs to be overcome. Difficulty doesn't break us instead it makes us stronger and more resilient. Also, in real life being challenged at times is inevitable but being successful or defeated is optional. Ensure that you don't limit your challenges instead you challenge your limits and rise and excel.”

She strongly propagated that a leader must always lead, it's a 24/7 task and not a mere part-time approach. Leadership is a continuously on-going process it's a journey and not mere instance. Leadership is not a position, it's an attribute. It's not a definitive job and thus no pay for being a leader. The pay is for a position but not for leadership.

“A leader is a leader irrespective of his gender. A leader has no gender just goals. The primary goal of a leader is to guide his team. Even after a leader has achieved several instances, several milestones, he can't stop, because if you stop you cease to be a leader. A leader toils hard. Also, a leader merely alone is futile he is as good as his team. So, there is no point in celebrating a leader alone. A leader who doesn't celebrate his team is actually not a leader,” she articulated.

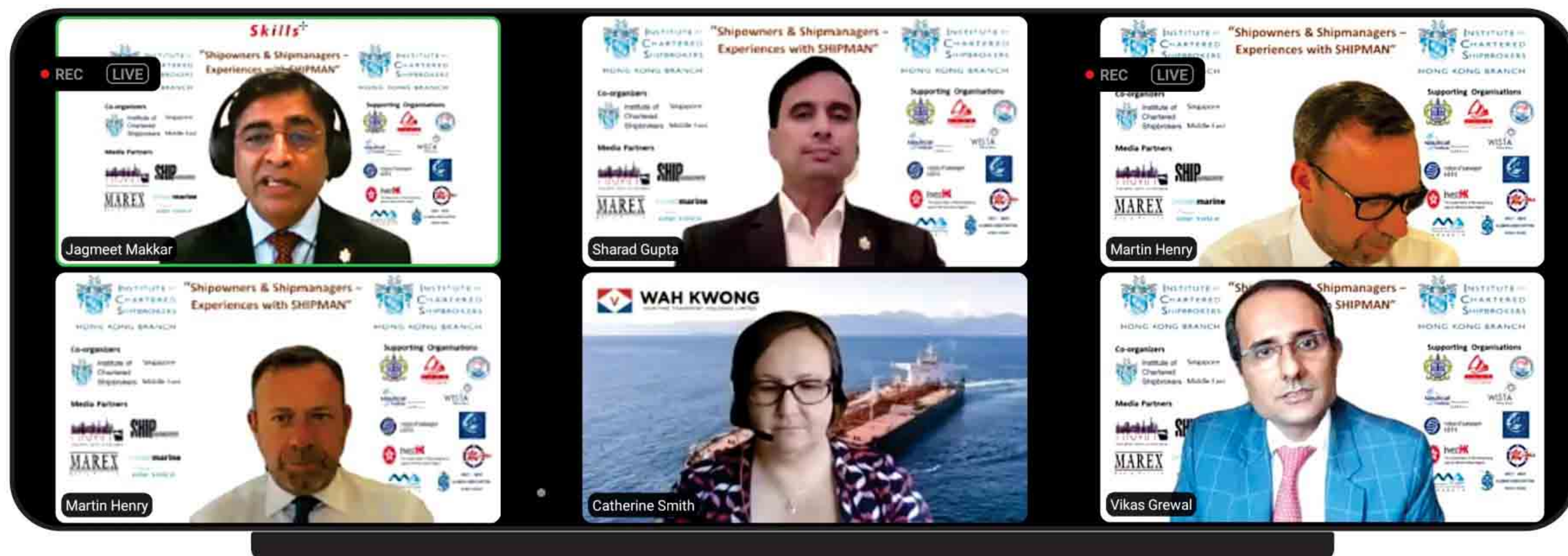
Mrs Joshi rightly concluded by saying that “leadership is actually one of the most observed but least phenomenon understood on earth.”

The webinar concluded with Capt Jha presenting the vote of thanks and appreciating the delegates for taking their valuable time and working towards the vision of the group – uniting and helping the seafarers' community.

Marex Media

ICS HK deliberates Shipowners & Shipmanagers experiences with SHIPMAN

_ Prisilla Nadar



In 1988, as a consequence of the growth of the ship management industry, the Documentary Committee of The Baltic and International Maritime Council (BIMCO) began publishing a series of standardized ship management forms known as SHIPMAN, with the most recent iteration being SHIPMAN 2009. But now BIMCO Shipman 2009 or its earlier version 1998 are widely used Shipmanagement Contracts. This has given rise to many speculations and difference of opinions with regards to the neutrality of this contract.

SHIPMAN is a ship management agreement that may include crew, technical and commercial management as well as insurance arrangements in respect of a ship. The latest edition of this contract is SHIPMAN 2009

To comprehend SHIPMAN better, Institute of Charterers Shipbrokers (ICS), Hong Kong Branch organized a webinar – Shipowners and Shipmanagers experiences with SHIPMAN on 22nd July.

"The most recent version incorporates the contemporary practices as well as the changes reflecting the development in case law since the last version," said Mr Jagmeet Makkar, Chairman, Hong Kong Branch, ICS during his welcome speech. "ICS HK branch brings together the eminent panel who will look at the shipment 2009 and BIMCO Shipmanagement contract and it is the most commonly used form, from their practical experience both the ship owner and the ship manager's perspectives and to suggest changes in future versions," he added.

BIMCO carries out this very important exercise through its documentary committee and industry consultation process, mentioned Mr Sharad Gupta, Education officer, ICS the moderator of the session. He introduced the star cast of speakers from legal, business and technical backgrounds. To break the ice, he asked the panelist, which version would they prefer?

Ms Catherine Smith, General Counsel and Company Secretary, Wah Kwong Maritime Transport Holdings Limited spoke on legal perspective. Mr Martine Henry, CEO at Tamar Shipmanagement, Hong Kong about technical and Capt Vikas Grewal, Director, Business Development, Fleet Management Ltd spoke on commercial aspects of SHIPMAN. The panelist preferred 2009 version in all aspects. "2009 very well laid out in terms of commercial and also other legal clauses, in particular if there is something that usually becomes a negotiation point or something related to deposits and working capital funds," said Capt Grewal.

On behalf of the audience, the moderator Mr Gupta asked several questions to the panelist for which, all 3 speakers answered the queries. The speakers did not hesitate to share their knowledge on the subject.

Mr Makkar thanked the speakers for sharing their thoughts and their working experiences with SHIPMAN among the audiences. He assured that ICS will be back with another knowledgeable session in the webinar series.

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Russia Eyes Boxship Route up the Volga

In addition to the Suez Canal, the Northern Sea Route and the "Silk Road" rail route through Russia and Kazakhstan, shippers may soon have a new inland-waterway option for taking their cargo from China to Northern Europe. Russia's United Shipbuilding Company (USC) is designing a new series of Volga-sized boxships to carry containerized cargo on a riverine voyage from the Caspian Sea through to the Baltic.

According to Alexander Rakhmanov, USC's president, the proposal calls for loading containers originating from Western China or Iran at ports on the Caspian Sea. From the Caspian, the shipment route would proceed up the Volga, past Olya, Volgograd, Kazan, Nizhny Novgorod, Lake Onega and out to the Baltic at St. Petersburg. Alternate destinations include

Moscow (via the Moscow Canal) or the White Sea (using smaller vessels). The route would be within Russia's Unified Deep Water System of inland canals, locks and rivers.

"It is possible to take cargo in the north of Iran or in the west of China and take it to Helsinki through the port of Olya. The ship will sail . . . to Helsinki at a speed of [10 knots] for seven to eight days. And no Somali pirates, no problems with steamships stuck in the Suez Canal," said Rakhmanov in a meeting with Russian President Vladimir Putin. "Today, this year, we are starting the design of a container ship that will sail across the [Volga] to Helsinki. Thus, we will open paths that do not depend on foreigners."

According to Rakhmanov, the key issue is the cost of operating the route. USC is working with



Russian transport companies to address its economy.

If implemented, vessel size would be constrained by the dimensions of the Volga-Baltic Waterway, which limits passage to vessels of at most 690 feet in length and a shallow 13 feet of draft - far from the economies of scale found in a Megamax-24 boxship. The canal's locks also handle a steady stream of freighters and small

tankers, leaving only so many open slots for a new container shipping operation.

In addition, said Rakhmanov, there is a serious draft restriction in the Gorodets area near Nizhny Novgorod. "There the draft, unfortunately, does not exceed [8.5 feet]. And we need [10 feet] in order to carry a full load," he said.

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**Nutrien and EXMAR to develop
and build a low-carbon
ammonia-fuelled vessel**



Nutrien and EXMAR announced that they have signed a Collaboration Agreement to jointly develop and build a low-carbon, ammonia-fuelled vessel. Partners for over three decades in transporting ammonia globally, Nutrien is one of the world's largest producers of low-carbon ammonia and EXMAR is a leading player and innovator in the transportation of liquefied gas products.

Decarbonization of Shipping

Nutrien and EXMAR support the decarbonization of shipping and the International Maritime Organization's (IMO) Green House Gas (GHG) Strategy to reduce emissions. Their new collaboration aims to significantly reduce Nutrien's maritime transportation emissions and enable the commercial development of an ammonia-fuelled vessel. Together, they will chart a clear path for wide adoption of low-carbon ammonia as a clean fuel for the maritime industry. Nutrien has actively been pursuing the development of low-carbon ammonia for more than a decade, and has approximately 1 million tonnes of production capability through its Redwater and Joffre Alberta operations, as well as its Geismar, Louisiana facility which employs carbon capture and sequestration technology to reduce the carbon intensity of its ammonia for use as a maritime fuel.

"Nutrien is excited to partner with EXMAR on our shared journey to drive transformative reductions in maritime emissions," says Raef Sully, Nutrien's Executive Vice President and CEO of Nitrogen and Phosphate. "This initiative demonstrates how we are taking action to achieve our Feeding the Future Plan's 2030 sustainability commitments, which include investing in low-carbon ammonia innovations."

Ambitious Goal Setting

When compared to conventional fuels, it is anticipated that the use of Nutrien's existing low-carbon ammonia will achieve a reduction of greenhouse gas emissions of up to 40%. Emissions reductions of up to 70% can be achieved with the development of low-carbon ammonia using proven, scalable, best available technology and permanent sequestration of CO₂. Nutrien and EXMAR are confident that development of a vessel powered by low-carbon ammonia can align with IMO's 2050 goals, and expect deep decarbonization of the maritime industry to be achievable prior to 2030. "EXMAR has always strived to contribute to innovations and increase efficiencies in gas logistics and transportation. The development of an ammonia-fueled vessel together with our long-standing partner Nutrien is an exciting and logical next step for us," says Jens Ismar, Executive Director Shipping.

Under the Collaboration Agreement, Nutrien and EXMAR will, amongst others, collaborate on the following:

- Select an ammonia engine and supply system manufacturer
- Select a shipyard capable of building an ammonia-powered vessel
- Use Nutrien's existing low-carbon ammonia supply from Geismar, LA as a fuel
- Deploy an ammonia-fueled vessel as early as 2025

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MV Ever Given Grounding in the Suez Canal

Salient Features of the Suez Canal

The 120-mile-long canal, constructed in 1869, connects the Mediterranean in the North with the Red Sea in the South. The canal is managed and operated by the Suez Canal Authority (SCA) since 1956, when the Egyptian government nationalized the Suez Canal Company, which was largely owned by British & French interests. The chairman of SCA is Mr Osama Rabie. Captain Hassanin was on duty at the control tower located in Ismailia at the time of the incident. The pilots are employed directly by SCA. The waterway is only about 200 meters wide (from bank-to-bank) at some locations and about 24 meters deep. The cross-section profile of the canal appears like an inverted trapezium. A large section of the canal is too narrow for large ships to safely pass each other. Therefore vessels have to transit the canal in one-way convoys, each passage taking about 12 hours. The vessels have to wait in one of the lakes (located approximately mid-length of the canal) or side channels for the group of vessels going the other way, to pass safely.

General Description & Specifications of Ever Given

IMO #	9811000
Year Buil	2018
Vessel Type	Fully Cellular Containership
Capacity	20,388 TEU
DWT	199,489
GT	217,612
LOA	399.99 mtr
Beam	59 mtr
Draught	16 mtr
Flag	Panama
Class	ABS
P&I	UK Mutual Steam Ship Assurance Association
Owner	Luster Maritime, Panama; subsidiary of Shoen Kisen Kaisha, Japan
Charterer	Evergreen Marine Corp. Lines, Taiwan
Ship Op Manager	Higaki Sangyo Kaisha
Tech Manager	Bernhard Schulte Shipmanagement
Master	Captain Krishnan Kanthavel

Chronological Sequence of Events Leading to the Incident

Ever Given was en-route from Port of Ningbo, China towards Port of Rotterdam. She joined the northbound convoy on Tuesday 23rd March 2021 morning, as the 13th of 20 vessels. The southerly winds were about 40 mph. The dusty haze resulted in visibility reduced to about a mile. Two SCA pilots boarded the vessel. As she was proceeding along the channel, there are several reports suggesting that the vessel suddenly veered to starboard. At this stage the lead SCA pilot instructed the bridge team “hard-a-starboard” and “Full ahead.” The other pilot reportedly objected to this manoeuvre and there were some heated arguments between the two pilots. When the master tried to intervene, the lead pilot threatened to leave the vessel. The vessel ran hard aground at the 151 km mark viz. abut 6 nautical miles from the southern entry to the Suez Canal, at approximately 0540 hrs GMT (07.40 hours local time). Her

bulbous bow got embedded in the Eastern bank of the canal and her port quarter grounded on the Western bank. She was thus wedged diagonally across the canal between the two banks. By sheer cruel fate, one of the largest container vessels to transit the canal, ran aground in one of its narrowest sections, blocking traffic in both directions.

Fortunately, the 6,188 TEU Maersk Denver, which was following the Ever Given, managed to stop just in time, thus averting a collision and further damages (the 2nd mate Ernest Caponegro, was quoted as stating that there was a sudden gust of wind more than 40 miles an hour, resulting in sand being blown across, such that he momentarily lost sight of the Ever Given

The crew were safe and all accounted for. There was no report of pollution.

Re-Floating Operations

The rudder, stern frame and bow may have suffered damage. Bottom damage, if any had not been assessed. She was reportedly heeled to port. With the vessel grounded at the bow as well as the stern and afloat at mid-length, excessive SAG was a serious concern. It was determined that the water-tight integrity of the hull was not breached.

Time was of the essence in re-opening the Suez Canal as soon as possible. Operations to re-float the ship to clear the channel were carried out under SCA control.

Initially 2 tugs MOSAED 3 & MOSAED 2 were mobilized to try and free the vessel. Thereafter these efforts were supplemented by 8 tugboats, including BARAKA 1 (160 tons). Subsequently, 2 dredgers (Mashhour & Ramadan) were deployed to dig-out the sand banks to create a 'turning basin' for the vessel. They would run 12-hour shifts, alternating between excavators on shore removing the soil around the bow and stern, and tugboats pulling with as much power as possible.

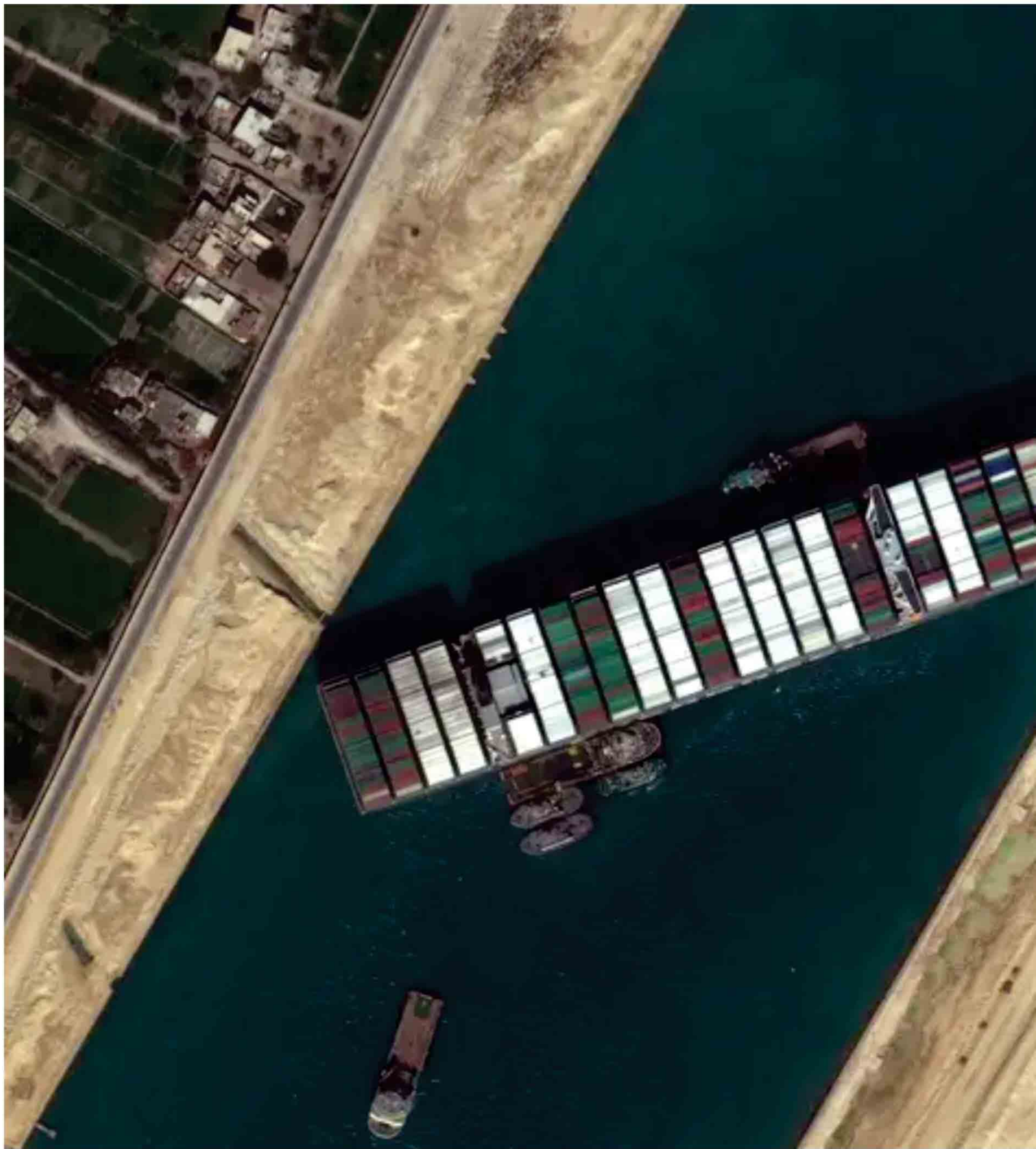
Boskalis, Smit Salvage and Nippon Salvage were supplementing these efforts. Tugs “Carlo Magno” and “Alp Guard” Bollard Pull 280 tons, were mobilized, both arrived on the scene on Sunday 28th March and commenced pulling the starboard quarter, but failed to re-float the vessel. In order to decrease the forward draught, the vessel ballasted about 2,000 tons aft and ordered all the tugs to try again. To minimize the risk of the bow swinging sideways suddenly, when she re-floats, four mooring ropes were secured / anchored ashore. Operations were timed to suitably to utilize favourable tidal and weather conditions. Finally she was refloated on 29 March 2021.

After being re-floated on 29th March, Ever Given had anchored in the Great Bitter Lake, where she remained detained and laid-up.

SCA managed to clear the back-log of waiting vessels during the next 6 days.

Vessel Detention and Subsequent Release

On 13th April, SCA secured an Egyptian court order to detain the Ever Given, seeking about USD 272 million in expenses, 300 million towards



salvage bonus, and 344 million in damages & moral losses”, i.e. a total almost \$1 billion from the ship's owner.

The cargo was estimated to be worth about \$ 780 million. WK Webster were appointed as the Average Adjuster.

Mr Faz Peermohamed of Stann Marine, was appointed by the owner Shoei Kisen Kaisha and insurers

In its initial public statements, SCA insisted that the Pilot did make the weather forecast (strong winds and poor visibility) available. The Master ought to have been aware of the vessel's manoeuvring characteristics in this condition, loaded high with more than 18,000 TEU aboard. The Master is thus solely responsible for taking the decision to enter the Suez

Canal. Informatively, some other vessels preferred to delay the transit, thus pointing a finger towards “compromised safety” to meet the high-pressure commercial demands of container shipping.

SCA released another statement to the effect that the vessel's speed, which is the sole responsibility of the Master, exceeded the maximum limit established by the authorities. Lloyd's List intelligence data indicated that she was travelling at 12.9 knots just before she grounded. The owner is believed to have provided evidence to the effect that the pilot ordered to increase speed, for steerage control.

The ship owner insisted that the ship grounded because “she lost control due to sudden strong wind in bad weather” and reiterated “absolute



confidence in our Master, who has acted with professionalism and diligence throughout this period". The "Indian Maritime Union" too released a statement urging the authorities not to "hold the crew to ransom".

During the first hearing, the lawyer representing the ship owner submitted "voyage data recorder" as evidence, the contents of which were not made public and agreed to negotiate the terms of the release. Legal proceedings at the Ismailia Economic Court of First Instance were put on hold to allow the parties to reach an agreement. SCA subsequently reduced its claim to about USD 550 million.

The owner filed an application to limit its maximum liability.

The UK P&I Club released a statement on 22nd June, to the effect that, consequent to meetings with the SCA's negotiating committee and numerous court hearings, a formal solution has now been agreed.

On 26th June, the ship-owner and SCA reached an "Agreement in Principle" for an undisclosed sum. A large section of the industry was naturally heartened to hear that after several rounds of consultations and negotiations, the Suez Canal Authority and the ship owner had reached an "agreement in principle", which no doubt was facilitated by the reduction of the claim amount to a more realistic figure and perhaps by the realisation that the vessel was not entirely to blame.

Another press release quoted SCA as stating that it will accept \$ 200 million now and the balance in the form of "letters of guarantee", as a condition to allow the vessel to leave. The agreement enabled the SCA to lift detention orders.

On Wednesday, 7th July 2021, 106 days after grounding, she finally hoisted anchor and joined the northbound convoy heading towards Port Said, at the northern end of the canal, where an under-water dive inspection of the hull, in-situ, was expected to be carried out, before she finally sails towards Rotterdam (next port of call to discharge cargo) expecting to arrive there in about 10 days.

The agreement presumably does not address the status of other parties, whose claims thus remain unsettled and are subject to further litigation in respective jurisdictions. The agreement, as the name suggests is merely a prelude to a formal contract, setting out in broad terms the amount, the stages of payment and the conditions. Long and contentious legal battles are expected to lay head.

Author's Opinion

Probable Cause(S): -

1. Machinery Failure

The vessel must have resources available to ensure that she is able to maintain speed between maximum allowed in restricted waters and minimum required for steerage-way, consistently and over a prolonged length of time. The fine balance between safety and commercial expediency and the means to ensure that safety is always paramount. The official (preliminary/statutory) enquiry will determine the facts pertaining to machinery performance, from ship's records

2. Effect of prevailing winds on ship manoeuvrability

Windage area alone is not the only factor to be considered especially for the ULCS and Post-Panamax Container ships. Reference is made to the IMO MEPC.1/Circ.850/Rev.1 (2015), interim guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions, as amended (resolution mepc.232(65), as amended by resolutions mepc.255(67) and mepc.262(68), as also to the Recommended Practice DNV-RP-C205; Environmental conditions and loads. Attention is also drawn to the Manoeuvrability Plots, which are provided by the shipyard, onboard large container ships like Ever Given, which are fitted with Transverse Thrusters. Ship maneuvering trials are invariably carried out in open waters. To control the adverse effects of shallow waters, larger vessels need to proceed at slower speeds, but keeping in mind the consequent compromise in maneuverability. Some reports have alluded to the possibility of "bank effect phenomenon" ie reduction in relative water-pressure between the ship-side and the near bank, due to the increase in ship's engine speed, resulting in the stern tending to swing toward one bank with the bow pushed away towards the other. The investigating authorities will determine the facts pertaining to (a) strength and direction of winds forecast at commencement of transit passage (b) strength and direction of sudden gusts of wind as actually experienced.

3. Human Error (Master, Crew, Pilot)

Pilotage in the Suez canal is compulsory. The investigating authorities will study the VDR and other records to determine the facts pertaining

to the actions taken during the final stages viz. between the time vessel suddenly veered and her grounding, by each pilot and the corrective actions taken by the Master in exercise of his over-riding powers in law and discretionary powers under ISM.

4. Systems failure

Like most canals and restricted waterways, the Suez is difficult to navigate during strong winds or in poor visibility. Informatively, four ports in the vicinity had ceased operations due to the weather. Furthermore, the master of an LNG carrier, sailing from Qatar, had the previous day taken the decision to delay the transit under the prevailing weather conditions. The investigating authorities will review the Standard Operating Procedures and mandatory risk assessment (critical limits of meteorological conditions which demand aborting port operations) and review of risk management policy and procedure (tug escort policy, deployment of tugs considering vessel size, freeboard and windage and weather). They will also study the master-pilot exchange records and determine the facts pertaining to (a) SOP as per port rules, (b) implementation of SOP especially pertaining to use of ESCORT tug, (c) the due diligence and risk assessment carried out by the Master (d) the decision-making process of the Master and the Port to proceed in transit passage despite the prevailing meteorological conditions.

5. Inadequate Depth of Water (Siltation)

The investigating authorities will determine the facts pertaining to the actual depths in the canal, being maintained as claimed and promulgated, keeping in mind that even the vessel did not touch ground during passage, a reduction in UKC may result in loss of steerage-way.

Insurance

Whereas the ship owner's exposure to risks of property damage and liability (pollution, injury, loss of life etc) are usually covered by hull and machinery underwriters and by P&I Clubs respectively, the risk management of ports, vary. In India the government owned ports generally bear their own risk. Private terminals, operating under concession agreement, may either voluntarily insure their properties and third part liabilities or often do so as matter of prudent risk management; or they may be obliged to do so, by the banks/financers who have advanced loans to the terminals.

Needless to emphasize that in the absence of knowledge of the facts of the case, it is pre-mature to discuss financial liability and/or professional responsibility. The following paragraphs have been included merely as general information on how a similar incident, had it occurred in India, may be viewed under Indian law.

Civil Liability

- 1. Damage and/or loss to cargo on board
To be assessed by cargo insurers / cargo surveyors & loss assessors
- 2. Expenses incurred to re-float the vessel:
These would include expenses incurred towards owned and contracted tugs, dredgers, earth moving equipment, cranes etc
- 3. Consequential losses to SCA:
These would include the loss of revenue (canal transit fees) in the vent that some vessels deciding to go around the Cape of Good Hope instead of waiting indefinitely for the canal to re-open. The loss of revenue may generally be arrived at, on the basis of transit fees which SCA would have earned from that particular vessel, less expenses which SCA would have incurred forwards that transit.
- 4. Consequential losses to other ships / cargo interests etc
These would include the loss incurred by ships which waited at anchorage, during the period between when they would have exited the canal, had the Ever Given not grounded, till the time when they actually did exit after it was re-opened

The consequential loses of an incident or casualty such as this, may be

excessive. This fact became readily apparent, after the impact of the canal blockage, reverberated throughout the shipping and logistics industry.

Damage to H&M of Ever Given will be assessed by Classification Society and surveyors, while she is afloat or in dry-dock.

Civil liability may arise out of tort or statute or from breach of contract.

In the case of the former, SCA / other interests have to demonstrate that the Master owed a "duty of care" and that Master failed to exercise it.

Professional Responsibility

Although the vessel remains monetarily liable to the port, the question of professional negligence or accountability under domestic law, shall have to be determined individually by departmental enquires. Thus parallelly and simultaneously with determining the above explained financial liability, the Master or pilot, may individually be held professionally negligent and thus responsible to their respective employers, in the case of the pilot, to the port authority and licensing authority; in the case of the Master, to the ship-owner and Flag State & Certificate of Competence authority.

Criminal Liability

There has been no report of personal injury or loss of life or environmental damage. Therefore it is not applicable in this case.

Why is Ship Held Liable for Damages and Losses?

To answer that question, one would need to study the developments in context of the legislative history.

Stage 1: The earliest "pilotage service" was voluntary (optional). The direct master-servant relationship resulted in the ship-master and ship-owner being held vicariously liable in Common Law.

Stage 2: Accidents happened. A need was felt to regulate pilotage services, by imposition of Compulsory Pilotage and licencing pilots, who would accordingly be held responsible for faults. The UK Merchant Shipping Act 1894 u/s 633, in support of this line of thinking, stated that Master / Owner were not answerable to any person, for any loss/damage due to fault of compulsory pilot. Furthermore section 388 limited the liability of owner. The logic was that to obtain the full benefit of compulsory pilotage, it was considered important that the pilot retains sole conduct of the vessel and that it was necessary to avoid a divided command. The pilotage services provider obtained insurance and loaded the premium onto vessel related charges.

Stage 3: Realization that the civil liability policy resulted in the Master becoming increasingly reluctant to over-rule or even interfere in the actions of the pilot for fear of losing the benefit of "no liability under compulsory" pilotage.

Stage 4: Liability Insurance, including liability during compulsory pilotage, was available to ship-owners through mutual clubs at competitive rates. Therefore, the risks came to be covered by both the ship-owner and the Port. It was felt that if financial liability is shifted to the vessel and the claim honored by the P&I Club, the latter would raise call money contribution from its members, the ship owner could theoretically (in actual practice of course, market conditions of supply and demand, dictates how much of the additional insurance premium cost is passed-on or borne internally as a loss), increase the freight or charter hire by a proportionate amount and the cargo traders would eventually pass on the additional cost to customers. Furthermore, it makes better economic sense to distribute the consequences of an accident, as wide as possible, the same being consistent with public policy. Shifting financial liability for all damages and losses; to the vessel, was thus considered a better option.

Stage 5: The impetus for change occurred when the International Collision Convention, 1910 created a conflict. The Departmental Committee appointed by the UK BoT accordingly recommended that the liability regime be reversed. The Pilotage Act 1913 thus incorporated

section 15, which clearly stated that even during compulsory pilotage, Master was responsible, in the same manner as optional pilotage. A suitable clause to that effect was accordingly inserted in the Indian Ports Act, 1908 Section 31, sub-section 1 prohibits a vessel's entry, movement or departure, without a pilot. Sub-section 2, states that the master of a vessel which is required to have a pilot on board, shall be answerable for any loss or damage caused by the vessel or by any fault in the navigation of the vessel, in the same manner as he would have been, if he had not been so required by that sub-section. The law thus provides that notwithstanding the vessel proceeding under compulsory pilotage, the vessel / master is answerable (jointly and severally liable for any damage caused by the vessel) as if the pilot were not on board. In other words, the effect of such a legal provision is to equvalate the compulsory pilot with the pilot who is employed at the option / discretion of the master.

The Master-Pilot Relationship

Master is familiar with the vessel, the stability condition and manoeuvring characteristics. However in confined waters the time interval between error and its consequences is very short. The Pilot has local knowledge, is familiar with Port SOP and can effectively communicate with tug flotilla etc. Utilizing the combined expertise of the two professionals, thus minimizes the risk to the port and the vessel. If pilotage is mandatory as in most ports including the Suez Canal, the port's responsibility is generally limited to ensuring that the pilots are competent & duly certified. In fact the level of competence is determined by the port itself, as per its own established rules.

The significance of the logbook entry "Proceeding to master's orders & pilots advice" lies not in the meaning of the word "advise" per definition in Black's Law dictionary as the "giving of an opinion or counsel; being discretionary or optional with the person addressed". In actual fact, a compulsory pilot's advice cannot be treated as above. Power is defined as the ability to act, whereas authority is the right to act. At sea, the Master has authority and power. The officers hand-over watch, with the phrase "she is all yours". That phrase is not used after the pilot boards the vessel. Whereas the "authority" is retained by the Master, an element of the "power" is ceded to the pilot, when the "conduct" (con or conning) of the vessel is handed-over. Helm and engine orders are conveyed directly by the pilot to ship staff. Obviously, power which is delegated can also be reclaimed, but only under well-established circumstances, for example if the pilot is manifestly incompetent, intoxicated or incapacitated. Naturally, if the pilot's actions are placing the ship in clear and imminent danger, thus jeopardising the safety of the ship, the Master has a duty to intervene. Even when the port rules enforce "compulsory pilotage", it is important to appreciate the point that it is the PILOTAGE which is compulsory, not that particular pilot. Consequently the subsistence of the master-servant relationship between owner-and-pilot and the vicarious liability flowing therefrom, continues.

The Way Forward

The chairman of SCA's reported statement to the effect that "the pilot gave master guidance, but it's up to the master to comply with it or not. The master was solely responsible for the decisions and actions that led to the blockage of the Suez Canal. Egypt therefore detained the vessel and its crew until a settlement was reached, which was amicable and 'everyone was happy'

But obviously "everyone is NOT happy."

The question arises as to why the Ship-Owner is financially liable for all the damages listed above, even though pilotage is compulsory and Master was NOT entirely at fault.

For one; the frequent arrest of the Master (and crew sometimes) is resulting in a growing exasperation and simmering discontent among the seafarers.

Secondly; if the ports were to be held liable, and consequently were compelled to obtain liability cover, their insurers may demand; by incorporating suitable clauses / policy conditions, that a system of risk assessment, systems audit and loss-minimization procedures is duly implemented. Such measures would theoretically ensure not only improvements in safety standards, but also reduce the casualty response time, avoid involvement of multiple bodies, streamline the process and consequently reduce litigation.

And finally, the crew, the vessel and her cargo were detained by SCA as a bargaining tool, for over three months while negotiations regarding "civil liability" or rather "compensation" as some would say, continued between SCA and the ship interests. Had SCA proposed a more realistic initial claim, the additional losses, which mounted up, during the detention of the vessel while "negotiations" were in progress, may have been reduced considerably.

Unfortunately, even if IPA section 31(2) is amended to read "the vessel / port shall be responsible for the respective faults of the master/pilot", it may not address all the above concerns.

A pre-condition to a ship voluntarily entering port limits, is her acceptance of its sovereign jurisdiction and consequently its laws. The vessel in foreign jurisdiction will thus remain hostage to domestic law. The port authority may decide to exercise jurisdiction and detain the master and/or the vessel, pending determination of cause and apportionment of fault or till determining that the pilot is hundred percent at fault (which is most unlikely). As per international maritime laws, accident investigation is carried out by the port and flag state. As regards the investigation by flag state, one has to appreciate that till the vessel is in detention, the progress of the flag state investigation, depends to a large extent on the co-operation of the port state, especially pertaining to pilots' experience, bad-weather procedures and control tower–vessel communications.

A good indication of the possible way forward may be apparent in the press release which quoted SCA as stating that it will accept the balance in the form of "letters of guarantee", as a condition to allowing the vessel to leave. If there is a system in place for the immediate acceptance by the port authorities, of P&I Club security for the full amount, detention, arrest and inordinate delays may be avoided.

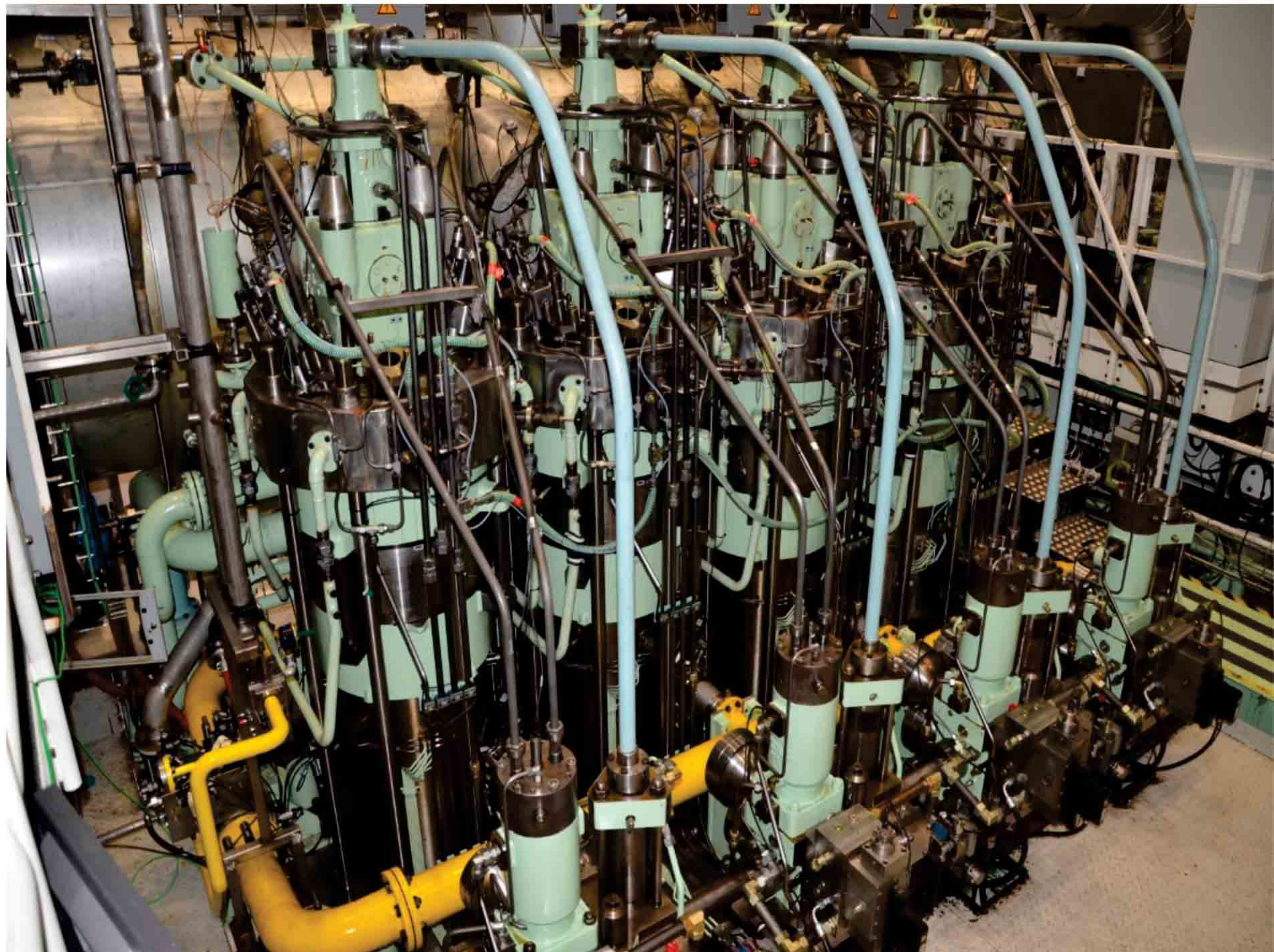
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The Author



KAPILDEV BAHL
Maritime Arbitrator

Disclaimer: This report is based on information available in the public domain through various media resources. Although the information thus obtained could not be verified, the data has largely been cross checked for inconsistencies. Only such data, which appeared reasonable and practical to the author (based on his professional experience and knowledge) has been included. Furthermore, chapters 01 to 05 have been compiled with information available up to vessel departure from Suez.



MAN to supply world's first low-speed, dual-fuel engine to run on methanol

German engine manufacturer MAN Energy Solutions has won an order to supply "the world's first, low-speed, dual-fuel engine to run on methanol within the container segment."

As informed, the 2,100 TEU vessel will be constructed at South Korean shipyard

Hyundai Mipo Dockyard for the shipping major, A.P. Møller - Maersk.

Hyundai Heavy Industries' Engine & Machinery Division (HHI-EMD) will be in charge of building the MAN B&W 6G50ME liquid gas injection methanol (LGIM) type engine, which is expected to be compliant with International Maritime Organisation's (IMO) Tier III standards.

Upon delivery, the newbuilding will become the very first, methanol-powered vessel that doesn't carry methanol as cargo.

Moreover, Mærsk has announced that it expects the new vessel to be powered by green methanol with bio-fuel employed as pilot oil.

The vessel is planned to enter service in 2023 and will sail in the network of Sealand Europe - a Maersk company- the Baltic shipping route

between Northern Europe and the Bay of Botnia.

"Our ME-LGIM references have proven methanol as a clean, efficient and safe, marine fuel that offers a clear path to decarbonisation through significant greenhouse-gas reductions, when produced from renewable energy sources. In general, as we move towards a zero-carbon future, MAN Energy Solutions' dual-fuel engine portfolio is well positioned to handle whatever alternative fuels the market brings," Bjarne Foldager, Senior Vice President and Head of Two-Stroke Business, MAN Energy Solutions, said.

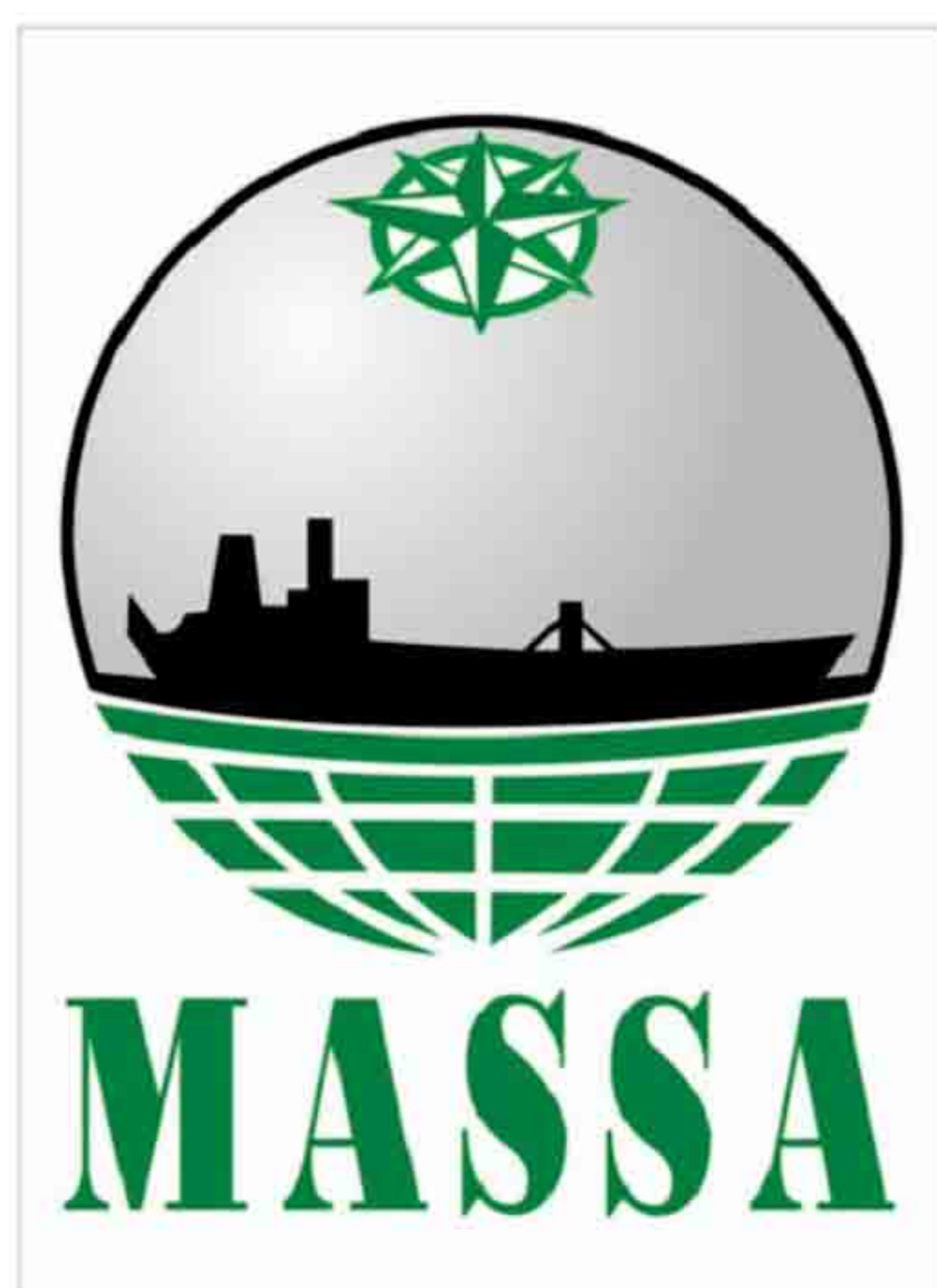
MAN Energy Solutions said that its low-speed, dual-fuel references now exceed 408 units with the ME-LGI platform accumulating more than 110,000 dual-fuel running hours.

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FOSMA & MASSA refute claims of Official Chinese 'ban' on Indian Seafarers



The Foreign Ship-owners Representatives and Ship Managers Association (FOSMA) and Maritime Association of Shipowners Shipmanagers and Agents (MASSA) have recently released a joint statement to clear the air on some media reports about there being an unofficial 'ban' by the Chinese Government on Indian seafarers entering and leaving China, and which has resulted in significant job losses to the Indians.



FOSMA and MASSA, two of the major shipping bodies of India that provide 75% of Indian manpower on foreign flag ships, have stated that their members indicate neither any major shift away from Indian seafaring manpower, nor any changes to what China had imposed in the SOP's for Indian seafarers from the very start of this pandemic.

They further stated, "The past 3 months have been exceptionally challenging due to increased impact of COVID, in India and in other countries, which have together put crew reliefs (Indian, as well as others) in disarray in countries traditionally suited for reliefs.

"However, the Indian Maritime Administration is fully seized of the matter and is in dialogue with the concerned states to find a suitable resolution to this stalemate."

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Seafarers Happiness Index report shows overall happiness dropping to an all-time low

The Mission to Seafarers has published the latest Seafarers Happiness Index report for the second quarter of 2021, painting a grim picture of seafarer welfare with overall happiness dropping to an all-time low since the beginning of the COVID-19 pandemic.

The report, which is carried out with support from Wallem Group and the Standard Club, revealed that seafarers were becoming frustrated of being constantly in the same environment due to the lack of shore leave.

This quarter's report has reflected the need for wider vaccination programmes via three core themes; the ban of shore leave in ports, the continued delay in keyworker status and, minimal movement for crew.

Ban of shore leave in ports causing knock-on effects

The absence of freedom of movement and continued extended contracts has dashed all the positive thoughts seafarers once had as boredom and irritation about many aspects of life at sea increase. One seafarer who responded to the survey mentioned having experienced one and a half years without setting foot on land, highlighting the dramatic need for the industry to do more.

Furthermore, the ban of shore leave and being constantly in a ship for a prolonged period has meant that physical wellbeing is being neglected. Seafarers who had been motivated to stay active during the earlier stages of their trips have expressed feelings of lethargy, apathy and physical exhaustion months into their assignments.

The maritime industry has started putting its vaccination plans into action with leading flag states and big seafaring nations including Cyprus, Singapore, Philippines, Germany and the USA leading the way at their respective seafarer centres. However, with happiness levels down to 5.99 out of 10, it is time for the industry to ramp up international progress.

Lack of keyworker status, a year on, despite rising work demands

While momentum for designating seafarers as key workers was once the topic of conversation, seafarers feel like this has been put

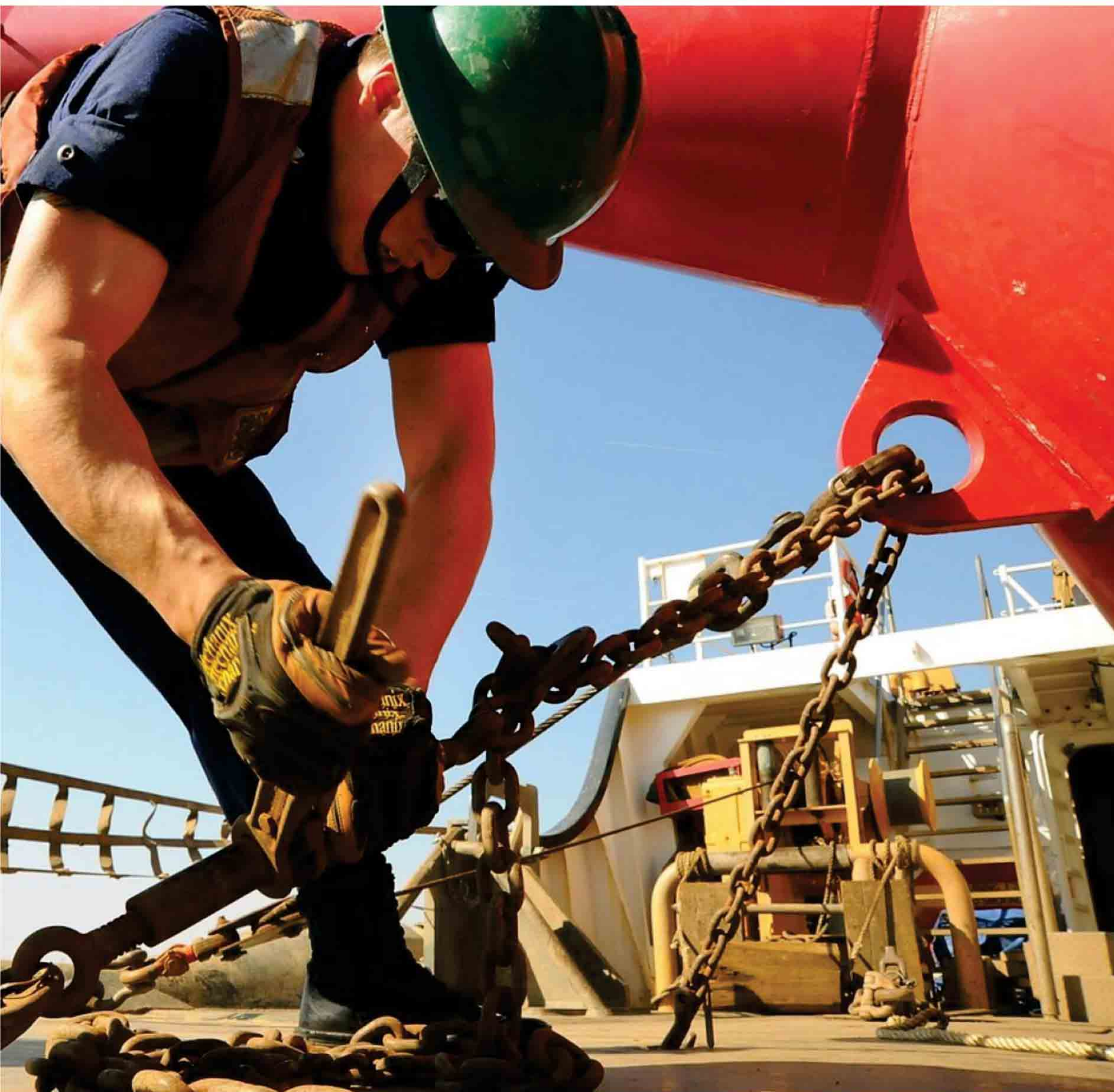


on the backburner and they're no longer 'flavour of the month'. As a result, concerns over wage rises, key worker status and the fact that seafarers have been indispensable to the world economy during the pandemic have been now brought back to the fore.

Responses from seafarers also reveal a worrying trend with reports of companies – namely manning agents – lying to crew, withholding pay, underpaying, and even threatening seafarers – despite longer hours and rising workload for seafarers. Some seafarers reported having to work 11-12 hours daily, compared to 8-9 hours before the COVID-19 pandemic.

Minimal movement and crew change delays

In previous Seafarers Happiness Index reports, it was possible to see a rising tide of optimism as crews thought that either the pandemic was receding, or that vaccinations would lift the pall of the crew change crisis. The latest responses showed that if people know when they are going home, there is hope. However, if there is doubt, fear and uncertainty, then everything becomes a problem, and the pressures on board seem to be ramping up.



Andrew Wright, Secretary-General of The Mission to Seafarers said: “As vaccination programmes in many countries have progressed, seafarers have once again been left behind. This quarter’s Seafarer Happiness Index results are not only concerning but they suggest that the situation is going backwards after the progress that had been made in the last quarter.

“The only sustainable solution is to once again call on governments and the industry to designate seafarers as keyworkers and speed up the vaccination process for crew, which maybe the only hope of getting them home to their loved ones, as well as permitting them shore leave.

“More importantly, we must continue to listen to seafarers to ensure that their demands are met. After all, these men and women have been instrumental in keeping global trade afloat including the essential supplies and equipment needed to help support effective vaccination programmes. We have leant far too heavily on them in this past year and they deserve far better.”

John-Kaare, Interim CEO at Wallem Group added: “The crew change crisis is far from over. The entire shipping industry, shipping

companies, charterers, unions, international bodies and port states need to come together to ensure that the seafarers are appropriately treated with regards to timely crew changes, priority for COVID-19 vaccination, mental health support, etc. during this crisis.”

Captain Yves Vandeborn, Director of Loss Prevention at the Standard Club, commented: “It is really worrying to see the sharp drop in the Happiness Index this quarter with seafarers raising several major issues at the root of their displeasure. We call upon all key stakeholders to put action to word and take care of our seafarers. After all, without the seafarers, we would not have ships plying the oceans or food on our shelves. Shipowners and managers need to ensure that ships are properly manned and that seafarers’ mental, physical and social wellbeing are provided for. This pandemic is far from over and even with vaccination rates rising worldwide, we are seeing an increase in positive cases on board. This is not the time to be letting our seafarers down!”

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Ship Repairs and Maintenance major headache for Ship Owners

Ship owners are looking to minimize time spent on ship repair/maintenance, in order to avoid losing out to a surging freight market. However, the task is extremely hard, given that COVID has wreaked havoc on yards' scheduling and time frames. In its latest weekly report, shipbroker Intermodal said that "assessing the ship repair sector during this first half of the year, we continue to come across surprises and new restrictions which are trembling the repair market and not letting it to stabilize. As we have seen in similar situations, any disruption on the ship repair market has an immediate effect to shipyard's available slots, costs, and repair time. Taking into consideration also the elevated dry bulk freight market, the pressure of the shipping companies to perform is tremendous. Therefore, they are trying to control the ship repairs to the maximum extent possible, to avoid pit holes and last moment changes. A task which is almost impossible following the changing dynamics of COVID".

According to Mr. Vassilis Vassileiou, with Interyards, "one of the greatest disruptions we experienced in the ship repair sector lately was the regulations adapted by the shipyards in Zhoushan area in China. A sudden decision caused mainly due to the outbreak of the Delta variant of COVID in India. From end May till beginning July, all the yards located to Zhoushan area adapted so strict regulations which practically have rejected without prior notice most of the vessels already fixed to enter the yards for scheduled repairs. This reaction, apart from great inconvenience and losses caused to the Owners, resulted in vessels staying idle for a couple of days waiting for decisions, vessels deviating, in order to reschedule their repairs and ultimately created a very high demand and consequently overbooking on the rest of the shipyards in China with more relaxed measures".

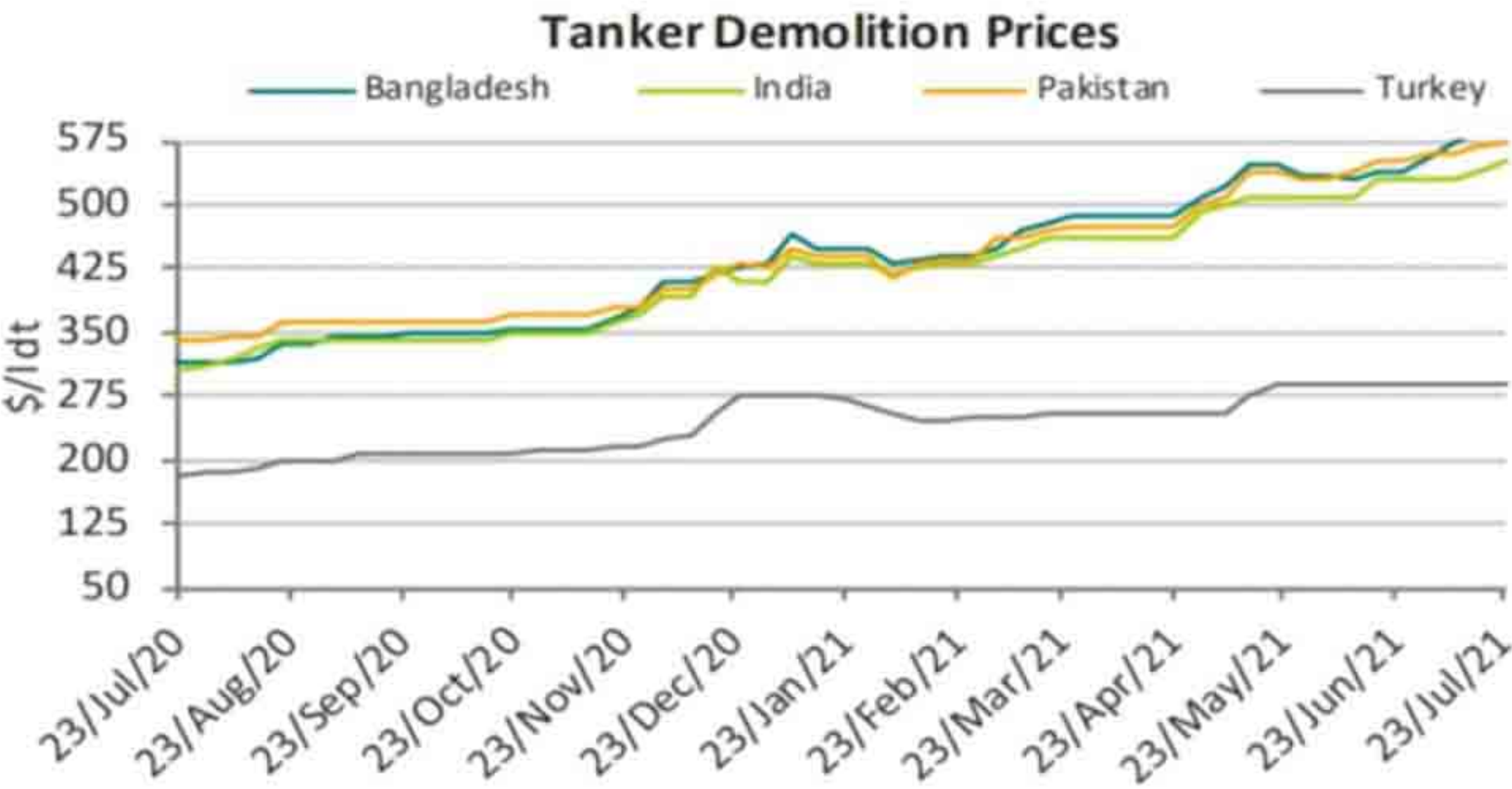
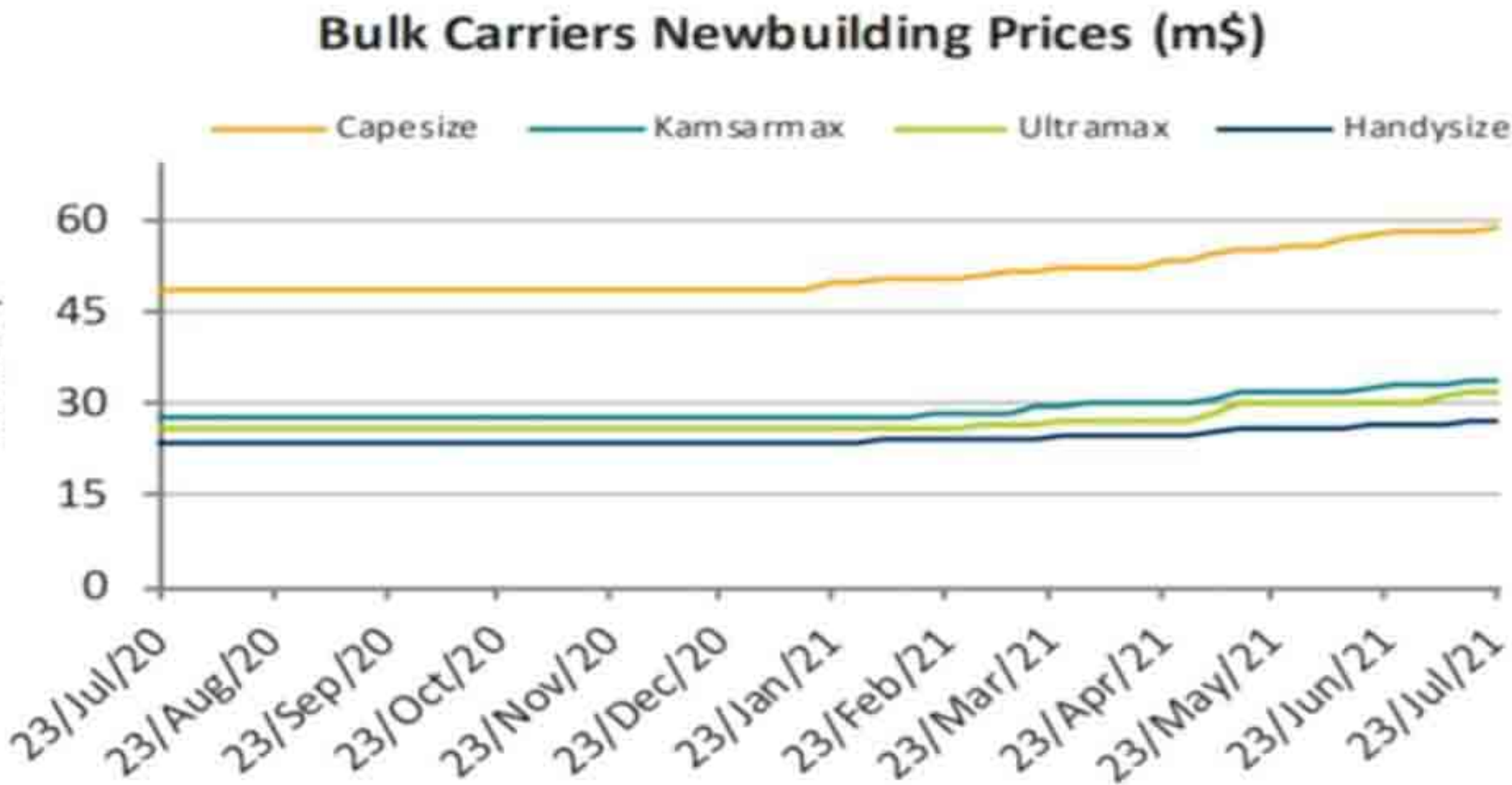


Vassileiou added that "this is only a fraction of the last-minute regulations we encountered this year, but is a very good example to evaluate the consequences they have in the ship repair market. On the one hand, we have a severe waste of vessel's operational time for Owner's side and waste of resources and manpower for the yard's side. And on the other hand, we have a competitive disadvantage for the yards in specific areas and on the same time a huge demand to the yards in areas with looser regulations. This is a phenomenon we go through very often during the COVID era and has indisputably damaged a lot of entities being on the wrong side".

Interyards' analyst also noted that "trying also to dig out a positive impact of COVID. Besides the facts and the day-to-day challenges shipowners and shipyards are facing, both are now more matured from the pandemic. We have noticed a deep cultural change on the working pattern, crisis management and decision making. Both Owners and Shipyards are prepared for random changes and sudden problems to all directions. With different principals in place, all Owners have built up their resilience to new changes and they are ready to find amicable solutions to promote their businesses no matter how tough the problem to overcome is".

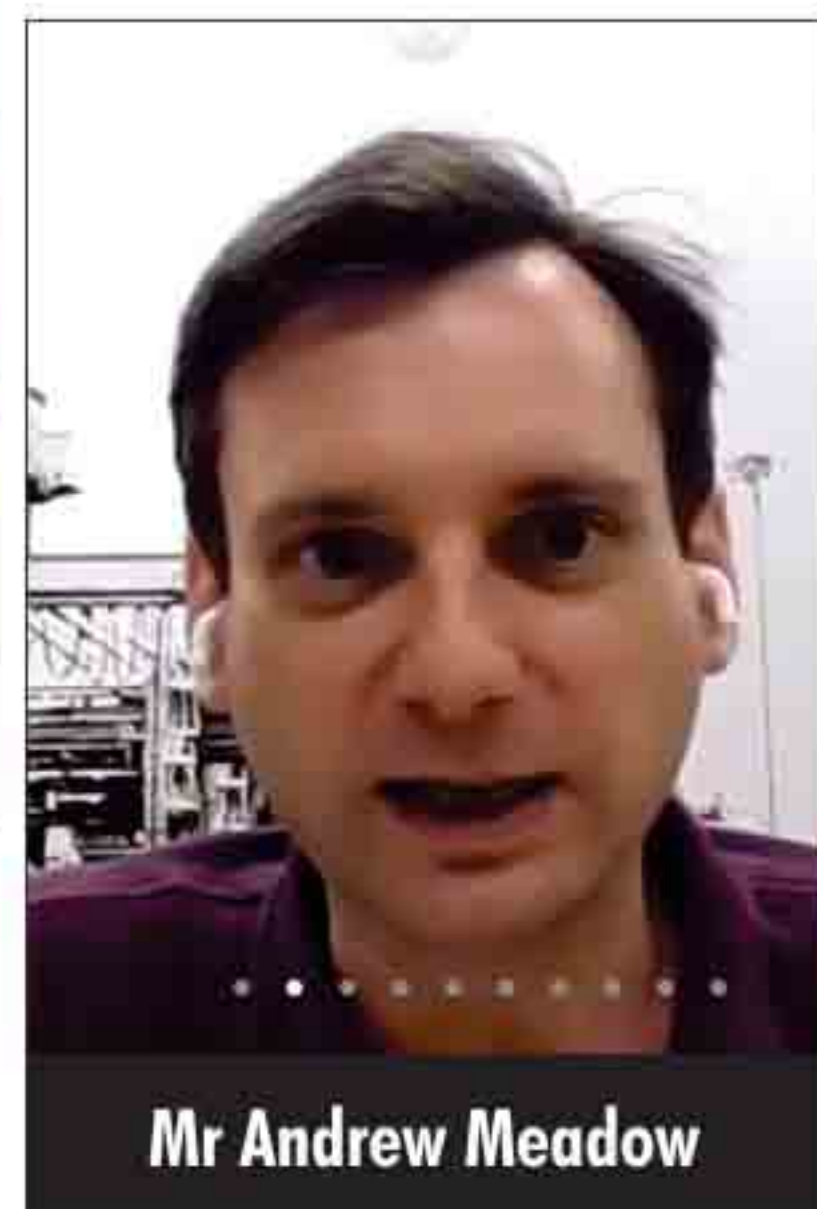
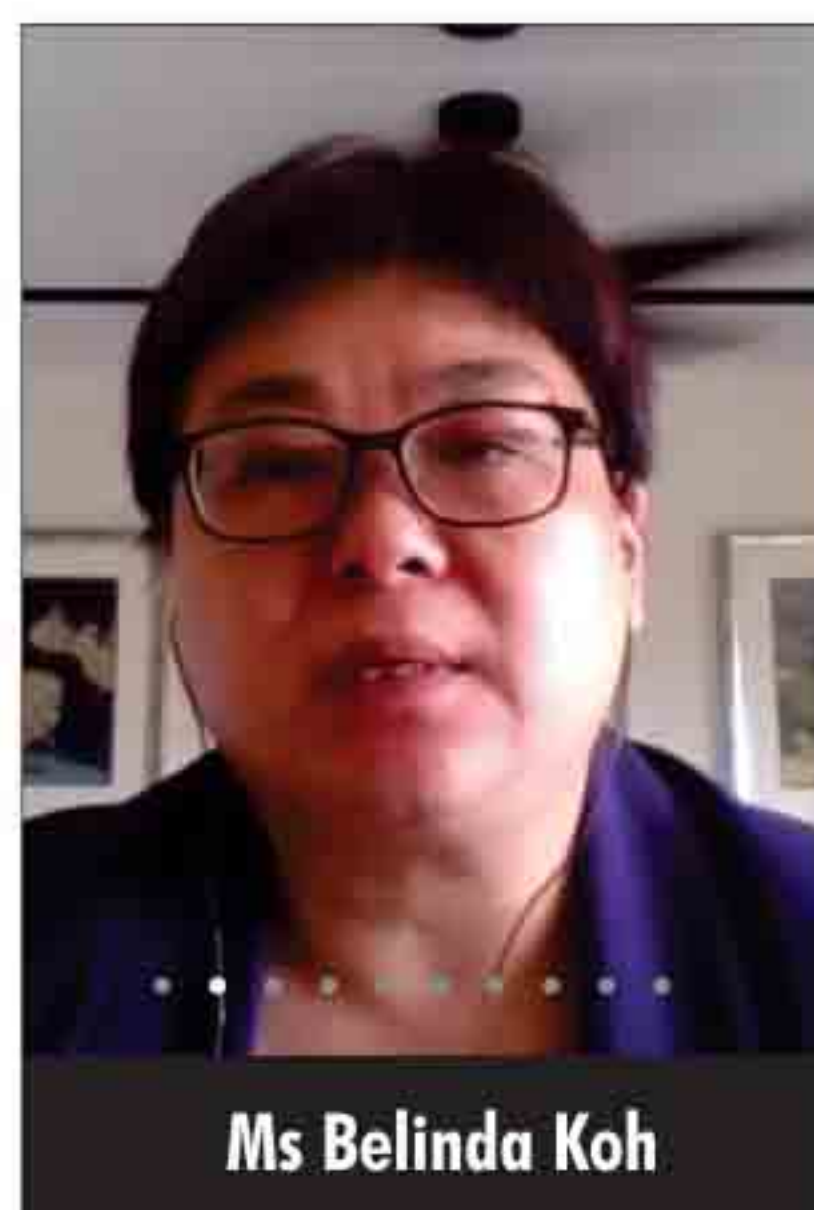
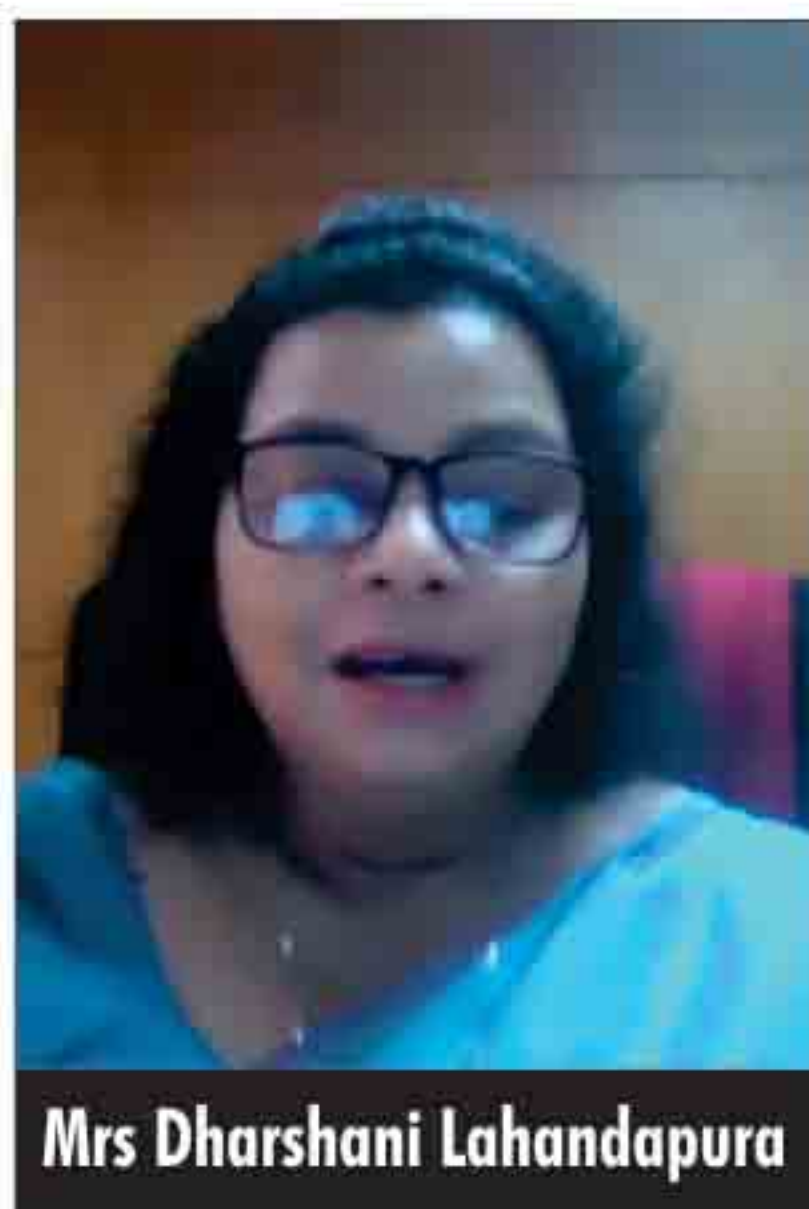
"Apart from COVID, it's been almost 2 years from the first massive wave of scrubber retrofits. Now we do have a complete picture of the scrubber installation problems which now have sufficient time in operation. Corrosion on the overboard pipe for example is a very common defect we met in most of the retrofits. Those systems will add some routine inspections and works to be done on the forthcoming scheduled dockings of those vessels. Finally, trying to speculate the impact on the ship repair sector of the latest MEPC 76 session carried out and particularly the reduction of GHG Emissions from shipping, we believe there is no effect on the ship repair sector for the time being and we will not see the need of new retrofits and modifications which will affect the repair yards on the existing fleet very soon", he concluded.

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Impact of Maritime Crises - Coping and Prevention

- Prisilla Nadar



The socio-economic crises around the world have risen due to pandemic that had adverse effect on several industry especially maritime industry. Maritime industry faced several challenges namely crew change, restrictions at different countries etc. Other than pandemic there are several issues that had an impact Maritime industry. Women's International Shipping & Trading Association (WISTA) Asia Pacific on 27th July organized a webinar on 'Impact of Maritime Crises-Coping and Prevention.'

Experts in different sectors of Maritime industry were invited by WISTA to spread awareness about the Maritime crises that can arise due to different reasons.

Moderator Randima Krishnaratne, Country sales- Manager, AP Moller Maersk, Srilanka invited the ace panelists Ms Belinda Koh, Regional Logistics Risk Manager, Nacora Insurance Agency Pte Ltd; Mr Andrew Meadow, Vice President, Head of FDD at Skuld; Mads Skov-Hansen, Head of Operations, West and Central Asia, AP Moller Maersk and Mrs Dharshani Lahandapura, Chairman, Marine Environment Protection agency, Sri Lanka.

Ms Koh, spoke on Container Ship Casualties- Freight Forwarder's role. Every freight forwarder has a major role in transportation of goods naturally it becomes their duty to avoid any incidents that can be caused by containers. She listed down major reasons for Containership casualties such as cargo shift, collision, fire or explosion, flooding, grounding etc. "Freight forwarder may have important role in cases, which are attributable to cargo onboard," said Ms Koh. She mentioned that, it is his responsibility to check even a minor detail of the container.

The ship-owners perspective on Global convention that covers maritime accidents and incidents was covered by Mr Meadow, who stressed on crew safety and creating awareness among the general masses about , what happens in the ocean, that keeps the world going.

"We learn through incidents," said Mr Hansen. He spoke on the importance of safety culture that a company needs to follow to make logistics safe. Mr Hansen through his speech made the audience aware about the importance of logistics.

The major maritime accident that shook the maritime world was a cargo ship MV X-Press Vessel carrying chemicals caught fire off the coast of Sri Lanka which left an environmental disaster that the island will likely have to live with for decades. Mrs Lahandapura explained in detail the damaged caused due to fire and chemicals that spilled in the ocean. According to her, more than 6000 families have got affected, which turned this incident has economic and socio-political issue. She also described it has largest plastic hurdles spill ever happened in the world.

The session highlighted the factors other than the pandemic that caused maritime crises recently. Several questions and suggestions came up during the panel discussion to reduce maritime incidents.

"This topic is need of the hour," said Ms Debbie Jones, Vice President of WISTA, Sri Lanka while delivering her conclusion speech. She thanked the panelists for sharing their knowledge and their valuable suggestions.

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tweets this week

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Industry engagement and information sharing is a vital part of achieving [#GenderEquality](#) in the [#maritime](#) sector. Take the 2021 [@IMO HQ](#) / [@WISTAInt](#) Women in Maritime survey today: ihsmarkit.com/sGtA50FGj8N [#WomeninMaritime](#)



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 **Synergy Marine Group**
 @SynergyGroup06

"If you treat people poorly in any walk of life then recruitment and retention becomes more difficult," said our CEO [@Capt_Unni](#) in [@SplashExtra](#)'s survey on future crewing levels. [@Splash_247](#)

Read more:



Splash Extra: Crew shortages bite - Splash247 splash247.com

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Vaccinated or not, Newport News Shipbuilding will require employees to wear masks indoors s.einnews.com/NOSF3D9NUO

 **Ministry of Ports, Shipping and Waterways**
 @shipmin_india

Hon'ble Minister Shri [@SarbanandSonwal](#) Ji sheds light in Lok Sabha on the initiatives of MoPSW to set up 'Skill Development Centres' for training Youths in the Coastal States.

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 **IMF India**
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It's really sad to Indian mariners as well Indian Citizens For three years can you travel to Saudi Arab

Saudi Arabia announces three-year travel ban for citizens visiting 'red list' countries, including India



 **Lloyd's List**
 @LloydsList

Ever Given arrives in Rotterdam four months after blocking Suez Canal



lloydslist.maritimeintelligence.informa.com
Ever Given arrives in Rotterdam four months after blocking Suez Canal

 **Synergy Marine Group**
 @SynergyGroup06

We're  to announce that our colleague Capt. Praghav has been presented with a Certificate of Commitment by the [@WBRLONDON](#) for inspiring people both ashore & at , through his selfless acts of kindness & his diligent fight against Covid-19.

Read more  [linkedin.com/feed/update/ur...](https://linkedin.com/feed/update/urn:li:activity:6678111111111111111)



 **Maritime Executive**
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China Bans Nine Ship Managers from Crew Changes for 30 Days

Chinese officials said the moves were being taken after positive cases of the virus were discovered among crewmembers coming ashore.

[#Maritime](#) [#Shipping](#) [#Trade](#) [#India](#) [#China](#)



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 **Arun Prakash** @arunp2810 · 22h

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