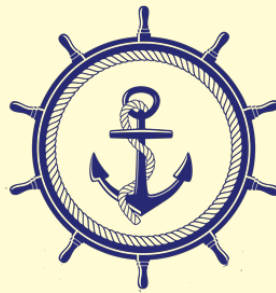


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THE OCEANITE

Journal of The Maritime Union of India



The only Merchant Navy Officers' Union in India
since the year 1939

THE OCEANITE

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July - September 2021

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Every care has been taken to publish the notifications/circulars of Directorate General of Shipping (DGS) and other shipping associations and offices. It may not be possible to include all associated annexures etc. because of space constraints. Please also refer to DGS website : www.dgshipping.gov.in or get in touch with the relevant organisation for further details. The Maritime Union of India and "The Oceanite" will not be responsible for any error in publishing all matter contained within this publication.

"The Oceanite" is distributed to members of The Maritime Union of India

Editorial

As Merchant Shipping negotiates through last quarter of this year, crew changes continue to be the greatest challenge. Process of Seafarers getting fully vaccinated too continues with limited preference provided by the local, state and central governments.

MUI is pursuing the significant issue of exemption of income tax, on acquiring NRI status during the year 2020-2021. MUI has been gathering data of those Seafarers who are falling short by sixty days to acquire NRI status. We are approaching the relevant Ministries and doing our best to get results as we had in the year 2017.

World Maritime Day 2021 was celebrated virtually on 28th September, 2021 with a theme - "Seafarers: At the Core of Shipping's Future". It was conducted in the presence of a large number of Seafarers and their families in India and abroad by remembering the great efforts made by the seafarers to the civil society and their role in maintaining the crucial global supply chain of essential items intact inspite of challenging times.

Abandonment of Seafarers continues, as certain unscrupulous ship owners, based out of the country, with co-operation of certain agents here, continue to recruit fresh and experienced seafarers by providing false details about their job profiles. On reaching an overseas port their

contracts, type and plying pattern of vessels are changed. Needless to say, they do not remit salaries to seafarers accounts.

MUI is also pursuing serious issue of Indian Seafarers being detained without charges or unsubstantiated charges on ships detained for anchoring in Indonesian waters. The entire compliment of Seafarers on board are being detained on board for months together is not acceptable and is unjust, however this is fact is, they are not permitted to return home. MUI has communicated with the Indian Consulate in Indonesia. MUI will also be meeting the Consul General of Indonesia in Mumbai to specifically address this issue.

The existing IBF / ITF Collective Bargaining Agreements have been extending upto December 2021. Negotiations for the year 2022 and 2023 will be concluded before the year end.

The INSA-MUI Agreement has been finalised and submitted the Directorate General of Shipping and we are awaiting the final endorsement from their end, after which all the terms and conditions which have been finalised will be effective.

The Shipping Corporation of India celebrated 60 years of its existence on 03 October, 2021.*

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Editor : Mr. Amar Singh Thakur

HAVE YOU KEPT YOUR MUI MEMBERSHIP UPDATED? ENSURE CONTINUITY OF YOUR MUI MEMBERSHIP

PAYMENT METHODS FOR RENEWAL OF MUI MEMBERSHIP

MUI Membership can be taken, using any of the following methods :

1) MUI website : www.maritimeunionofindia.com *(details on next page)*

OR

2) Through your banks' net banking facility to MUI bank account/s *(details on next page)*

After carrying out online transaction kindly email us at **membership@maritimeunionofindia.com** your name, date, amount membership number, residential address and online payment receipt / screen shot of transaction. This email will help us to confirm your transaction, update your membership record with us.

3) Download MUI software application for Android “Maritime Union Of India” on your Android phone through Google Play Store). We will be launching the same for iOS platform (Apple) very soon.

4) Print Membership Form from MUI website and post it to our Head Office at Mumbai alongwith your Cheque or Bank Demand Draft.

5) Personal visit to MUI Mumbai Head Office or branch office at Kolkata or liaison offices at Chandigarh, Chennai, Kochi, Patna, Tuticorin, Visakhapatnam (see page 2 for complete contact details)

Credit and Debit Card can be utilised to carry out payment at Mumbai and Kolkata office)

MUI REQUESTS ALL OFFICERS TO ENSURE THAT SUFFICIENT BALANCE IS PRESENT IN THEIR ACCOUNT WHEN A CHEQUE IS ISSUED TO MUI BY THEM OR THEIR FAMILY MEMBERS, FOR MUI MEMBERSHIP

You can tear the MUI Membership form on Page 35 in this issue along the dotted line, fill it up and post it to MUI Mumbai Office alongwith a Demand Draft or Cheque in favour of
The Maritime Union of India to : Udyog Bhavan, 4th Floor
29 Walchand Hirachand Marg, Ballard Estate, Mumbai 400001.

FOR ATTENTION OF MUI MEMBERS AND SEAFARER OFFICERS

Kindly ensure that your Maritime Union of India (MUI) membership is kept validated every year.

This will ensure that you are supported in case of eventualities that may occur during your service on board vessel or after sign-off. In case you need to resolve any matter with your ship owner/Agent, interceding by the MUI can effectively assist you more effectively, if you are a fully-paid up member Officer of the Union.

MUI MEMBERSHIP

Log on to our website : www.maritimeunionofindia.com

Enter your Log in Details (Membership Number and Password provided by MUI).

If you do not have Log in details, you can click on "Forgot Password." You will then have to fill up details like MUI Membership Number, CDC No., Date of Birth. After you click to submit these details, you will be asked to provide your email id. On entering the same you will have to click "submit" once again.

You will then receive all the Log In details on email id provided by you, and using them you can log on to MUI website.

Alternatively, you can also visit your bank website and using below details carry out a transaction :

Following details would be essential for carrying out the transaction, which will ensure safe and proper deposit to MUI account. Your MUI Membership Fees can be deposited through online process in ANY ONE OF THE BANK ACCOUNTS OF THE MARITIME UNION OF INDIA :

Account Title : <u>THE MARITIME UNION OF INDIA</u>	Bank Account Type: <u>Savings Account</u>
Bank Name : <u>HDFC Bank, Elphinstone House</u>	MICR Code: <u>400240052</u>
<u>17 Murzban Road, Near C.S.T., Mumbai 400001.</u>	IFSC Code: <u>HDFC0000355</u>
Account Number: <u>03551450000409</u>	Swift Code: <u>HDFCINBBXXX</u>

**After carrying out the online transaction
kindly make sure you send us an email at
membership@maritimeunionofindia.com**

mentioning your name, MUI Membership Number, date and amount of transaction, your name and MUI membership number. Alongwith these details, a Snapshot or Image of the transaction receipt from your bank can also be included.

**Officers are requested to keep with their next of kin
a copy of the Bilateral Agreement they have signed
before sign-on with the respective company they are serving under.
It can also be sent to MUI office, Mumbai, for our records.**

NOTICE OF ACCOMMODATION FACILITY FOR MUI MEMBERS AT VIRAR, MUMBAI

PLEASE TAKE NOTE that the MARITIME UNION OF INDIA is having two flats viz. (i) Flat No.403, 4th Floor, admeasuring No.361 square feet in the Building No.41, Rustomjee Evershine Global City, Avenue "J", Building Nos.41 to 44 Co-operative Housing Society Limited, Narangi Bye Pass Road, Virar (West), Palghar : 401 303 situated at Village Narangi, Taluka : Vasai, District : Palghar and

(ii) Flat No.501, 5th Floor, admeasuring 503 square feet in the Building No.33, Rustomjee Evershine Global City, Avenue "J", Building Nos.32 to 36 Co-operative Housing Society Limited, Narangi Bye Pass Road, Virar (West), Palghar : 401 303 situated at Village Narangi, Taluka : Vasai, District : Palghar, which are available to seafarer officers who are members of The Maritime Union of India at nominal charge of Rs.1000/- (Rupees One Thousand Only) per day.

Seafarer officers, who desire to avail this facility, may please contact the head office of the Maritime Union of India.

Thanking you

For the Maritime Union of India

Sd/-

Amar Singh Thakur - MUI

General Secretary

Members are requested to mention their Membership Number, Rank, CDC number, residence address and telephone number, mobile number (self and spouse), email address, name of company they are currently serving in, when corresponding with us. This will enable us to keep your details updated and ensure smooth communication in all matters.

Officers are requested to keep a copy of the Contract Letter and Bilateral Agreement they have signed with the respective company they are serving under, before sign-on with their Next of Kin for reference. It can also be sent to MUI office, Mumbai, for our records.

**MUI REQUESTS ALL OFFICERS TO ENSURE THAT
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WHEN A CHEQUE IS ISSUED TO MUI BY THEM OR
THEIR FAMILY MEMBERS, FOR MUI MEMBERSHIP**

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For all issues related to MEMBERSHIP including PAYMENT of MUI MEMBERSHIP FEES, and ALL QUERIES related to Membership, kindly send your emails to :

membership@maritimeunionofindia.com

OFFICERS IN PATNA CAN VISIT MUI LIAISON OFFICE IN PATNA FOR FRESH AND RENEWAL OF MEMBERSHIP

The Maritime Union of India (MUI) has opened a office at Patna, Bihar on 26 May, 2018, located at Verma Centre, Office No. 408, Boring Road, Chouraha, Patna.

All Officers of the region are requested to advantage of this new office.

**After carrying out the online transaction
kindly make sure you send us an email at
membership@maritimeunionofindia.com**

OFFICERS' MEMBERSHIP FORM is included on page no.31
CERTIFICATE OF COMPETENCY (COC) PROTECTION FORM is included
on page no 29

**Officers are requested to keep with their next of kin
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The Oceanite - Journal of The Maritime Union of India Advertisement Tariff

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Front Inside Cover	15.5 cms x 21.0 cms.	—	Rs. 5,000
Back Inside Cover	15.5 cms x 21.0 cms.	—	Rs. 5,000
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Soft Copy in CDR format and converted to curves or JPG, format is requested. Cheque at par or Demand Draft is to be drawn in favour of "Oceanite"

Soft copy in CDR format and converted to curves to JPG format is requested.
Cheque at par or Demand Draft is to be drawn in favour of "The Maritime Union of India"

MUI takes up issues of concern

We were approached by a company as four officers had completed their contracts and expressed their desire to be signed-off. They were naturally under a lot of mental and physical pressure because of the extended months on board. Company explained that it would not be possible to carry out crew change at any Chinese ports nor at New Caledonia due to the pandemic restrictions. However we were assured that it would be possible at Chiba, Japan after around 45 days. MUI communicated this to the officers and ensured that they carry out their duties on board as usual. The company then carried out crew change and all four returned home.

MUI was approached by officers who have not been permitted to leave Sri Lanka, even though there are no charges levelled against them, after their ship caught fire four months ago. There are no plans to charge them, nor are they being made party to an proceedings before any honourable court of the country. MUI is awaiting the next hearing and is in regular communication with ITF contact and is awaiting further developments.

In another occasion, three officers requested for sign off as they had served way beyond their stipulated contract periods. MUI communicated with the company and after company arranged their relievers, communicated with the Master and Officers that their relievers are ready and sign off has been scheduled in first week of October. MUI is in contact with the company.

On 13th August 3rd Engineer officer approached MUI regarding pending salary issue. His two months salary balance of wage around USD 3600/- was not paid by company after sign off. Company officials are not entertaining his queries regarding Balance of wages. We have taken up this matter and approached to company and send email. Officer also complained to shipping master office regarding the same. We have followed up with the shipping office to take his case for online hearing. Shipping

office has given order for settlement of BOW in September. After follow up and intervention of MUI officer received his Balance of wages in end August 2021.

A Second Engineer approached MUI on 09th August 2021. All crew members onboard had completed their contracts. However, as company decided to handover vessel to another management in June, company decided to sign all the crew after handover however couple of months over since June but handover is delayed and crew members were stuck onboard near Singapore. We spoke to company and informed asked them regarding the actual problem we told them we will help them to get them released with our contacts however company given us assurance that they will be doing their best to handover the vessel within 15 days from the date of complaint. Finally handover date is fixed in First week of September crew members planned for sign off.

On 15th Jan 2021 Officer approached MUI regarding Balance of wages of his last months salary of USD 2600/- from the company. We have communicated and strongly take up t his matter on RPSL however due to financial issue of owners RPSL is not giving positive response. After continuous follow up and persuasion from the company finally the Balance of wags released by owners on 3rd Sept 2021.

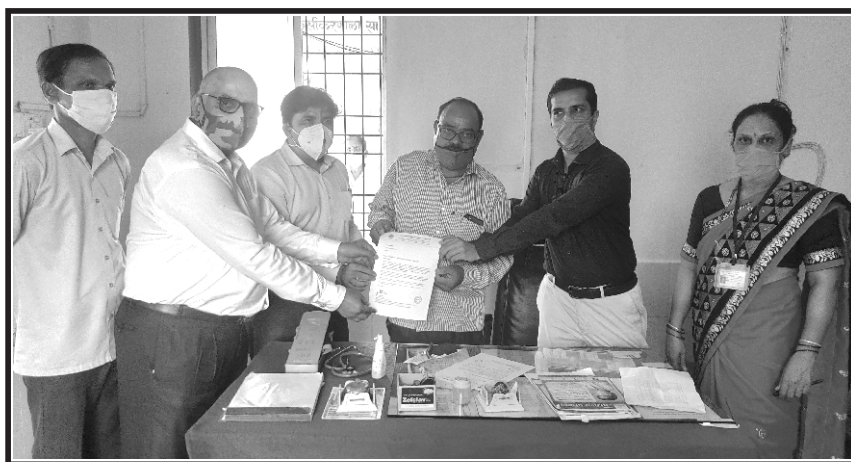
In August 2021 an Officer approached MUI regarding Balance of wages of his last months salary of USD 2500/- from the company. We informed company to clear the balance of wages immediately otherwise we will have to approach higher authorities. After continuous follow up Balance of wags released by owners around First week of September 2021.

The Maritime Union of India donates material towards flood relief

The Maritime Union of India who represents Indian Merchant Navy officers throughout India is very well aware of the terrible tragedy that has overtaken mostly Chiplun, Mahad and nearby villages during third week of July 2021. We understood in some places whole villages have been swept away and causing destruction life and property in several parts in Maharashtra. Thousands of villagers have been rendered destitute. Most of them have nothing but clothes in which they have managed to escape somehow.

Post flood trauma relief and settlement is very sensitive task and there is high risk to get prone to many diseases which may affect the people in villages. The Maritime Union of India understood and very well aware of the situation and as Union Social Responsibility we have decided to contribute generously in Medical field among the flood affected areas.

MUI office team has done research on highly affected areas and notified Chiplun and nearby villages are mostly affected. The Maritime Union of India team personally visited the affected places and generously donated Generic Medicine to Rural health Hospital at Mahad, Primary health center of Chiplun, Primary health Center of Adare village and Dadar Village near Chiplun Taluka. MUI would like to thank its members, Capt. Nilesh Shembekar from Chiplun and Mr. Sanil Mehta - Second Engineer from Mahad, for personally assisting us during this donation drive.



**Directorate General of Shipping celebrates
'World Maritime Day 2021'
&
Azadi Ka Amrit Mahostav'**

'World Maritime Day 2021' was celebrated virtually on 28th Sept., 2021 with a theme - "Seafarers: At the Core of Shipping's Future" in the presence of a huge number of Seafarers and their families in India and abroad by remembering the great efforts made by the seafarers to the civil society and their role in maintaining the crucial global supply chain of essential items intact inspite of challenging times. International Maritime Organization (IMO) has chosen to make 2021 a year of action for seafarers, who are facing unprecedented hardship due to the COVID-19 pandemic, despite their vital role as key workers for global supply chains.

Shri Atul Ubale, Chairman, National Maritime Day Celebrations (Organizing) Committee welcomed all dignitaries in the program and explained background of celebration of this Day.

A video message of Mr. Kitack Lim, Hon'ble Secretary General, IMO was played wherein he expressed his gratitude and admired the dedication and professionalism of more than one and a half million seafarers worldwide and urged for immediate action to help them.

Keynote Speaker, Mr. Stephen Cotton, General Secretary, International Transport Workers' Federations (ITF) appreciated the efforts taken by the government of India during the Covid times and

encouraged our seafarers for maintaining their physical and psychological balance during this time. He provided a very thoughtful, experienced and insightful guidance to the seafarers.

Some of the sailing seafarers shared their views on theme selected by IMO and also highlighted on the subjects like Crew Change, Marine Environment & Seafarers, Safety of Seafarers and Gender Diversity.

While addressing the gathering, Director General of Shipping & Chairman, NMDC, Central Committee Shri Amitabh Kumar, informed the steps taken by the Government in the form of various scheme for the financial support & educational support to seafarers and their families during Covid, various e- initiatives for making the seafarers employability intact. He mentioned that the seafarers will be provided all the support in getting complete doses of Covid vaccination in time. He expressed that there is need for taking up the issues bilaterally and multilaterally for opening up of the borders for the seafarers and providing them all the minimum basic requirements during their employment.

Member Secretary, NMDC(Central) Committee Dr. Pandurang Raut, presented the vote of thanks and the programme concluded with the National Anthem.

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membership@maritimeunionofindia.com

Mr Amar Singh Thakur, General Secretary of India's most prominent union of merchant navy officers, The Maritime Union of India speaks to Hemang Palan:

What steps are essential to fight the menace of armed robbery and piracy at sea through global cooperation? Pls explain in-depth.

We are of the opinion that just as in the initial days of spurt in incidents of piracy off Somalia / Gulf of Aden, Naval ships were deployed and merchant ships transited the Gulf of Aden in convoys, the same tactic will continue to be an effective way. Of course there were drawbacks such as ships having to wait till a sufficient number of ships could gather as a convoy. Later, armed guards were posted on ships, and this also proved to be effective and it is known to have diminished the incidents of ships being boarded by pirates.

Today, the Gulf of Guinea has many incidents of attacks on ships near its coast as well as in port. It would be difficult for countries to ensure smooth coordination amongst navies of varied countries during daily operations, regulate patrols and convoys etc. This is where the United Nations Security Council can continue to play a pivotal role in bringing together nations whose ships primarily ply through this region. The principal purpose of ISPS Code is to monitor the activity of people and cargo operation, and to detect different security threats onboard vessels and in port and implement the measure as per the situation.

This can only be effective if a world body such as the United Nations and International Maritime Organization (IMO) with its 174 member states. It is to be noted with pride that India has assumed the Presidency of the United Nations Security Council for the month of August.

Seafarers are sometimes held as 'legal hostages' by the governments/judiciary in-case of a serious maritime accident (Recent example: 'Ever Given' crew had to suffer a lot because of the infamous Suez Canal blockage incident). Should global maritime bodies of immense repute take corrective measures immediately to avoid unnecessary harassments of seafarers by the foreign govts. / Judiciary in the future? Pls elaborate.

Seafarers are unfortunately not given the respect and treatment whenever disputes arise. They are not given the same respect as airline pilots or professionals in other fields.

It is evident that the common man in practically every country is blissfully unaware about shipping. In fact, they probably don't have any idea about it.

Every maritime body should take it upon themselves to create awareness about the crucial role played by the shipping industry worldwide. This is especially significant during the ongoing pandemic, as it is obvious that merchant shipping has continued to function, despite new challenges which have never been encountered and foreseen.

Awareness will lead to respect, understanding and consequently realising that merchant shipping is an extremely serious business, which functioned efficiently across the globe, despite monumental challenges, even before pandemic times.

* * *

Pirates at large

According to India's prominent shipping associations, The Maritime Association of Shipowners Shipmanagers and Agents (MASSA), The Maritime Union of India (MUI) and leaders of the global maritime fraternity, the menace of armed robbery and piracy at sea has worsened over the years and is a cause for concern for the merchant navy workforce. India now provides around 10 per cent of global seafarers and ranks third in the list of the large seafarers supplying nations to the world maritime industry. The population of Indian seafarers is currently estimated at over 2 lakh merchant navy officers, other mariners, etc. MASSA's observation on the safety of Indian seafarers at sea assumes significance as Prime Minister Narendra Modi recently outlined a five-point framework for a maritime security debate at the United Nations Security Council (UNSC). In the UNSC virtual meeting titled, 'Enhancing Maritime Security – A Case for International Cooperation', Modi stated that for free maritime trade, it is also necessary that the world fully respect the rights of seafarers of all countries.

MASSA CEO Shiv Halbe said: "One would have imagined that with time progressing, the scourge of maritime piracy would have reduced, but instead the perpetrators have adapted to modern technology and become more adventurous, attacking ships at greater distances from shore. The primary tactic in many cases is to hold the seafarers for ransom."

Halbe added that the piracy off the coast of Somalia, which quickly escalated from a few incidents in 2007 to a full blown industry by 2012, could only be contained by countries coming together with a three-pronged strategy: armed guards on merchant ships transiting through the Gulf of Aden, a regular patrolling/convoy system and a socio/military/political strategy on the shore. This has paid dividends although the terror infrastructure ashore may not have been dismantled yet. Thus, this seems to be the only working strategy so far, and involvement and ownership of littoral states contributes to its success in no small measure.

"A delegation of our senior members will soon meet Union Shipping Minister Sarbananda Sonowal to discuss the strategy for fighting piracy at sea to protect the rights of Indian seafarers in association with global maritime stakeholders. The grave incidents of piracy across oceans and especially in the Gulf of Guinea, an important shipping zone transporting oil and gas as well as goods to and from central and southern Africa, is a cause for concern for all of us," said MUI General Secretary Amar Singh Thakur.

Bjorn Hojgaard, Hong Kong-based CEO of the world's leading shipping company and a major employer of Indian merchant navy officers, Anglo-Eastern Univan Group, also echoed a similar view. He said: "If armed robbery and piracy at sea only involved ill-gotten gains, that would be one thing, but more often than not innocent seafarers are caught in the thick of things, their lives and safety put at undue risk."

Often held up or taken at gunpoint for ransom, violence is not uncommon and on the rise in increasingly sophisticated attacks aimed at merchant vessels. This is particularly true in the Gulf of Guinea, which last year accounted for more than 95 per cent of the world's pirate attacks and kidnappings."

Dangerous profession "The situation is wholly unacceptable and needs to stop. Seafarers keep the global supply chains moving, and in doing so, they work in one of the most challenging, dangerous, and remote environments and professions. Not surprisingly, shipping ranks amongst the highest for mental health issues, and with the additional strain and hardship caused by Covid-19 and crew relief difficulties, it does not get any easier," he added.

Data reveals that the Gulf of Guinea presents a serious and immediate threat to the safety and security of crews and vessels operating in the region. A total of 84 piracy and armed robbery incidents were reported against vessels in the Gulf of Guinea in calendar year 2020, a year-on-year increase of more than 30 per cent for this region alone. Benin, Ghana, Angola and Guinea, in addition to Nigeria, represented the top five locations for incidents recorded in the Gulf of Guinea. The situation off Nigeria continues to be the main concern for vessels and crews trading to the Gulf of Guinea. While the majority of incidents and number of crew kidnapped in the region can still be attributed to Nigeria, the fact that pirates are being observed attacking vessels further out to sea also affects Nigeria's neighbouring countries.

Globally, there exists a strong connection between maritime piracy and unstable governments, which provides opportunities for sea pirates to carry out attacks where the country is not strong enough to properly police its coastal waters.

Hemang Palan Hemang.palan@businessindiaingroup.com

F. No. 23-6501119/2021-CREW - DGS

Date:25.08.2021

**Merchant Shipping Notice No.06 of 2021
[Addendum to Merchant Shipping Notice No.01 of 2017 dated 16.02.2017]**

Subject: OCI Holder/Foreign Citizen of Indian Origin to surrender Indian CDC - Reg.

Whereas, Merchant Shipping Notice No. 01 of 2017 (F. No. CR/CDC/7/16) dated 16.02.2017 was issued directing the seafarers of Indian Origin who have acquired Foreign Nationality and are in possession of Indian Continuous Discharge Certificate(CDC), to surrender the same to the jurisdictional Shipping Master, Govt. Shipping Office.

2. And whereas, in the said M. S. Notice nothing is mentioned about returning of CDC to the seafarer after its cancellation.

3. And whereas the Directorate General of Shipping has received representations from OCI/Foreign Citizen of Indian Origin requesting this Office to

return CDC Booklet after its cancellation for the sake of keeping records of his sea service.

4. Therefore, it has been decided that the CDC can be returned to the bearer of the same after its cancellation with due endorsements on it. However, seafarer's sea service records may be kept in the DGS Online System for future reference.

5. This issues with the approval of the Directorate General of Shipping & Additional Secretary to the Govt. of India.

Sd/-

(Subhash Barguzer)

Deputy Director General of Shipping (Crew)

**GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
GOVERNMENT SHIPPING OFFICE
NOU BHAVAN 10 R.K. MARG
BALLARD ESTATE
MUMBAI 400001.**

NOTICE

The vessels of M/s. Tag Offshore Ltd. i.e. M.T. Tag Navya, M.V. Tag-22 and M.V. Tag-15 have been sold by the office of Sherrif of Mumbai and deposited balance sale proceeds in respect of said vessels in the office of the Hon'ble Prothonotary and Senior Master, High Court, Bombay as per the orders of the Hon'ble High Court, Bombay.

Those Seafarers who served onboard said vessels

i.e. M.T. Tag Navya, M.V. Tag-22 and M.V. Tag-15 of M/s. Tag Offshore Ltd and have any pending claims are hereby informed that they may approach before the Prothonotary and Senior Master, Hon'ble High Court, Bombay, Fort, Mumbai 400 001 and submit claims as per the Admiralty (Jurisdiction and Settlement of Maritime Claims) Act, 2017.

Shipping Master, Mumbai

DGS Circular No. 25 of 2021

Subject: Resumption of Data Capturing for Issuance of BSID under controlled Conditions at Government Shipping Offices & Mercantile Marine Departments — reg.

Whereas, due to the resurgence of COVID 19 pandemic in the month of April 2021, the application/data capturing of seafarers for issuance of BSID was suspended w.e.f. 27th April 2021 until further orders vide DGS Circular [F. No. CR-27/MISC (20)/2020] dated 26.04.2021.

2. And whereas, in view of decline of COVID cases in most of the States in India, and relaxation & revised guidelines issued by several State Governments regarding movement of general public.

3. And whereas, the Directorate is receiving representations from the Indian Seafarers requesting for resuming of BSID Data Capturing Facilities in the respective data capturing centers.

4. Now therefore, the Directorate has reviewed the matter and decided to resume data capturing for issuance of BSIDs to Indian seafarers from all its 09 data capturing centers with immediate effect under strict protocols.

5. The seafarer shall strictly follow the protocols/SoP annexed with this Circular, failing which entry in the data capturing Centers will not be allowed.

6. This issues with the approval of Director General of Shipping & Additional Secretary to Govt. of India.

Sd/-

Subhash Barguzer

Deputy Director General of Shipping (Crew)

Annexure**COVID-19 Standard Operating Procedure (SOP)**

1. Seafarers must have a valid appointment and they should visit data capturing centre only during their slot to minimize the crowd inside the building.
2. Applicants are advised to follow social distancing norms at DGS facility Center during the visit.
3. Seafarers have to update his / her status in Government of India, "Arogya Setu App" at the time of reporting. Only if health status of seafarer is shown as 'SAFE' in the app that seafarer shall be allowed to proceed further with appointment.
4. The body temperature will be checked through an infrared thermometer for each seafarer who is entering for data capturing. If temperature is normal, then only seafarer will be allowed to enter inside the building.
5. Each seafarer must wear face mask when entering the data capturing Centre.
6. Seafarer should sanitize his hands before entering the data capturing room.

For all issues related to MEMBERSHIP including PAYMENT of MUI MEMBERSHIP FEES, and ALL QUERIES related to Membership, kindly send your emails to :

membership@maritimeunionofindia.com



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COMPUTATION			✓	✓	✓	✓
TAX REFUND			✓	✓	✓	✓
ACCOUNTING & B/S				✓	✓	✓
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Tel: 91-484-4148111 Email: lls@dockendale.net

MANNING LICENSE NO. RPSL-MUM-191, Valid From: 12.11.2020, Valid Till: 12.11.2025

We have no agents in India

Poem by Uday Sharma - Chief Engineer

This spring's masquerade has enforced a veil,
A nature's ball with no exit gate;
Beyond the realm of common comprehensible vision,
Fights a soul against its aqueous adhesion.

A fragile steel sculpture bound to a decree,
To haul the commerce through Perils at sea;
For my breath is its strength against any raging storm.

A thousand wishes in every single breath,
In return for my Blood, Toil, Tear and Sweat;
Stay under the anvil and brave the hammer,
To forge the future of this worldly clamor.

A nomadic saga of an altruistic act,
A fettered task, for the world's no longer intact;
Shackled with deprivation, I pray to never be weak,
For I'm just a human, who never wished a laurel wreath.

F.No. 13-39011/3/2020-ENGG. DGS

Date:27.09.2021

To,
All Principal Officers,
All Surveyor-in-Charge,
All ROs/INSA/ICCSA/MUI/NUSI/RPSL Agencies/MTIs

Subject : Bio-degradable and compostable plastic bag develop by DRDO-reg.

Sir,
With reference to the Niti Aayog office memorandum no. 1207/1(12)/2021-E&F, dated 31.08.2021 received from MoPSW, New Delhi on the above subject (copy attached for ready reference). I am directed to bring the notice that the bio-degradable alternate to plastic may be brought in use to replace the Single use plastic in all ships.

2. It may please be noted that the DRDO has developed a bio-degradable and compostable bag, which is sustainable and commercially viable to replace polyethylene bags, which progress the following characteristics;

(I) Degradable within 60 days in ambient.

(ii) Converts in to manure within 84 days in home-compostable environment.

(iii) Cost is comparable to polyethylene.

(iv) Developed from food graded materials.

(v) Zero plastic content & eco friendly.

3. You are therefore requested to ensure that all ship chandlers may starts using the same for supplying various items to ships mandatorily. This will also enhance its propagation on foreign flag vessels visiting Indian ships.

4. This letter is issued with the approval of the chief Surveyor with the Govt. of India.

Yours faithfully,

Sd/-

(Vikrant Rai)

E&SS-cum-DDG (Tech.)

The below scheme has been extended upto 30.06.2022

Kindly send email at :

swfs1966@gmail.com

SEAFARERS WELFARE FUND SOCIETY

Ref.No. : SWFS/Cir/ 2021

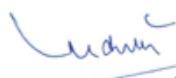
Date : 7.5.2021

CIRCULAR NO. 2 OF 2021.

This has reference to SWFS circular No. 1 of 2020 dated 23.5.2020, whereby this office has launched new welfare scheme called "SWFS- Novel Coronavirus (COVID-19) Assistance Scheme" for the benefits of seafarers and their family members who may suffer from novel coronavirus COVID-19 outbreak. As per scheme rules this scheme is a one time and limited period welfare scheme and implemented till 31st December, 2020.

Considering the continuation of the COVID-19 pandemic situation in India, the Steering Committee of this Office has extended the scheme till 30.06.2021. The other terms and conditions and eligibility criteria for availing benefit under this scheme remains same.

All the seafarers and stake holders are requested to take a note of this.


(MUKUL DUTTA)
SHIPPING MASTER-MUMBAI &
MEMBER TREASURER-SWFS.

To:

The Director General of Shipping, Govt. of India,
All Indian Shipping Companies
All Registered RPSL Companies
INSA/MASSA/FOSMA
All Seafarers' Unions/ Association
All the Seafarers

with a request to provide the publicity of
this circular on their websites for
information to seafarers.

Copy to : O/o Directorate General of Shipping, Govt. of India, Mumbai (e-publishing cell)
Kind Attn.: Shri Khurshida with a request to publish the same along with the Circular
No.1 of 2020 dated 23.5.2020 on DG Shipping website in Circular Section as well as in the
'Welfare Measures- SWFS' Sub-Menu under 'SEAFARERS'-Main Menu.

2021 IMO Award for Exceptional Bravery at Sea

Certificate of Commendation

Captain Ritesh Madhusudan Bhamaria, marine pilot on board the M/T Godam, Torres Pilots, nominated by Australia and ITF through The Maritime Union of India, has been presented Certificate of Commendation by the IMO for rescuing two fishers in treacherous sea conditions, saving them from rough seas, surrounding sharks and certain death.

* * *

The 2021 IMO Award for Exceptional Bravery at Sea will be awarded to Mr. Tran Van Khoi, Search and Rescue Officer.

Mr. Tran Van Khoi, Search and Rescue Officer from Viet Nam, will receive the award for rescuing four survivors from a sunken vessel.

A search and rescue officer from Vietnam has been selected to receive the 2021 IMO Award for Exceptional Bravery at Sea, after saving the lives of four people from a sunken cargo ship in extreme weather and heavy seas.

Mr. Tran Van Khoi, Search and Rescue Officer of the Regional Maritime Search and Rescue Coordination Center No.II, Viet Nam Maritime Administration, was nominated by Viet Nam, for his extraordinary courage, determination and endurance.

Eight individuals or sets of nominees will receive certificates of commendation for their acts of bravery, while a further six will receive letters of commendation.

The recipients were selected by a Panel of Judges, whose recommendation was endorsed by the IMO Council, meeting remotely for its 125th session from 28 June to 2 July.

He was nominated for his courageous actions and tireless rescue attempts in a rescue operation that lasted over three days, in October 2020.

The incident began on 8 October 2020, when the cargo vessel Vietship 01 was swept away as it was docking at the Cua Viet Port, due to widespread flooding and wind gusts of 74 km/h caused by typhoon Linfa.

The vessel sank in shallow waters, leaving its 12 crew members trapped onboard, gathering on the

roof of the cabin. Several rescue units were immediately deployed, but a rescue plan was not viable due to the severe weather and sea conditions.

On the early morning of 9 October, Mr. Khoi was on shore watch duty. He witnessed two crew members being washed off by strong waves into the sea. Without hesitation, he tied a rope to his body and swam through five-meter waves and strong currents, rescuing both. In the afternoon, two more crew members fell into the water and were fortunately tossed ashore by the waves. In deteriorating weather on 10 October, a fishing vessel tried to approach the Vietship 01 but sank before it could reach it. One fisher was swept ashore by rough waves but three more had to climb the Vietship 01 for safety.

On the afternoon of 10 October, Mr. Khoi volunteered to try a new approach on another fishing vessel, intending to connect the sunken ship to the shore using guns that shoot wires. Rough sea conditions prevented the rescue attempt and two crew members jumped into the water.

Mr. Khoi risked his life again, swimming amidst raging waves to help them board the sunken fishing vessel. Later in the afternoon, severely exhausted after two days, Mr. Khoi volunteered to steer a rib coach boat against the fierce seas.

The boat nearly overturned after its engine stopped working due to significant flooding. Mr. Khoi and his crew quickly fixed the engine problem and continued trying to approach the Vietship 01 to no avail. They were exhausted, it was dark and they were ordered to return to the shore. The final act of the rescue operation took place on 11 October 2020, after rescue helicopters were deployed to the scene and the rest of survivors were hoisted to safety.

* * *

**HAVE YOU KEPT YOUR MUI MEMBERSHIP UPDATED?
ENSURE CONTINUITY OF YOUR MUI MEMBERSHIP**

Short Break

Poem by Ilham Modi Bharmal

To all the dear ones, who share with me,
the title of a teacher?
The year that went by, has been
something of a bitter-sweet creature.

You no longer need to worry
about what to wear to work anymore,
Throw on a decent top, shorts or loose pajamas –
a new fashion score!

Links no longer mean the bond you share
with your co-workers at your place of work
They are the new 'May I come in' passwords.
Nine letters, three dashes, link-hop for a quirk!

A meeting no longer means canteen ki chai
and banter around some tables and chairs,
It's mostly about a screen, your earphones
and making your own chai, if you've got time to spare!

In the days that went by, when people said 'My
connection is poor'
it said a lot about their social skills,
But my dear teachers, today it means –
You got to pay off your internet service provider's
mounting bills!

When times were simpler,
a hand in class was raised, in full flesh and blood,
But the hands raised today
are more like a digital flood.

And did you notice, when 'Be Quiet' became –
'Mute Yourselves, please'?
You never agreed to play 'Statue',
but you might just still freeze!

If the mask wasn't enough, we now hide
behind our cameras, enjoying introverts' thrills,
Whatever happened to public speaking, body
language
and oratory skills?

Elocution speeches are now read out through a screen,
dances are taught in mirror image,
And while you share-screen and teach,
students grab snacks, through the fridge, they
rummage!

Did you ever know you're good with
putting young ones to bed, so they can fall asleep?
Not on a desk and chair, but on their beds,
while you lull them into a slumber, as you speak.

The mike won't work and the camera stays off,
the internet shall crash,
If internet-crash investigation was made into a show,
it could make such a splash!

The eyes of the students, meticulously trained
to look at either the teacher or a blackboard,
Are now wandering like little gnomes,
playing games and browsing the net, whenever they're
bored.

A test is no longer a test of knowledge,
writing prowess and concept clarity,
It is now a test of honesty,
the resistance to copy and a moral disparity!

When you interviewed for the job dear teacher,
you said you liked to be with children a lot,
Did you ever know, you'd be pushed behind a screen,
separated by com and a dot?

When they wanted to look closer and magnify,
they'd say – Kindly zoom
Who had imagined it would evolve someday
into a massive classroom!

So take heart dear teachers,
lesser leaves of absence you now take,
We shall soon be back where we belong – in a class.
Let's just call this a short-break

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WHATS APP NO.: 9830436752

EMAIL ID: amitmukherjee895@gmail.com

Current registries listed as FOCs

The following 42 countries have been declared FOCs by the ITF's Fair Practices Committee (a joint committee of ITF seafarers' and dockers' unions), which runs the ITF campaign against FOCs (as of 19 July 2021):

Antigua and Barbuda	Faroe Islands	Mongolia
Bahamas	French International Ship Registry (FIS)	Myanmar
Barbados	Georgia	North Korea
Belize	German International Ship Registry (GIS)	Palau
Bermuda	Gibraltar	Panama
Bolivia	Honduras	Sao Tome and Principe
Cambodia	Jamaica	Sierra Leone
Cameroon	Lebanon	Sri Lanka
Cayman Islands	Liberia	St Kitts & Nevis
Comoros	Madeira	St Vincent
Cook Islands	Malta	Tanzania (Zanzibar)
Curacao	Marshall Islands	Togo
Cyprus	Mauritius	Tonga
Equatorial Guinea	Moldova	Vanuatu

Dr. Sachin Bhavsar

Medical Practitioner

Consultant Obstetrician, Gynaecologist, Hospital and Health Management

Feedbacks/queries can be sent at: dr.sachin.bhavsar@gmail.com; mail@maritimeunionofindia.com

SIMPLE GUT CLEANSING FOODS FOR A HEALTHY DIGESTIVE SYSTEM

A healthy gut is key for a healthy body. In fact, most people believe that if your gut is happy then the risk of various health problems is also low. So it goes without saying that you should keep your gut healthy and happy. And to do this, the first and foremost tip is to take care of your diet. Yes, diet plays a crucial role in keeping you fit and healthy. But thanks to our fast-paced lifestyles, poor dietary habits, and stressful working hours, collectively it takes a toll on the gut health. And before it gets too late for us to take action and care for our health, we need to make sure that we opt for ways to cleanse and detoxify the gut for a healthy living. So in this article, we will share some of the common yet healthy foods which can help in keeping the digestive system healthy and fit.

Before we list down the common foods which can help cleanse the intestine and keep the digestive system healthy, it is imperative to know some of the common diet tips for a healthy gut. Given our hectic lifestyle most often than not we end up eating out or grab something from a food stall or canteen on our way to the office. This is because taking a home-cooked meal is too much to ask for in this fast-paced world. However, this is what takes a toll on your digestive system and in turn on your overall well being. Be it restaurant meals or roadside stalls, these places serve food which is high in oil, spices, salt, and sugar. All these ingredients are well-known culprits of an unhealthy lifestyle. And when you eat these on a regular basis, it impacts the digestive tract and so does your health. This is why, it is advised to pick your food wisely and eat healthy, preferably home cooked food to reap the health benefits.

As far as gut cleansing foods are concerned, these foods can improve the overall functioning of the digestive system by eliminating toxins from the body. These are harmful chemicals which can increase the risk of inflammation and thus, make you prone to infection. So flushing out these products from the body can aid in keeping the gut healthy.

Here Are A Few Foods That You Must Include In Your Daily Diet To Cleanse Your Digestive System.

DARK LEAFY GREENS

Vegetables that are a rich source of chlorophyll (green pigment present in plants) such as dark leafy greens are abundant in fiber.

These foods serve as the best option for cleansing of the gut due to their fiber content.

These are rich in minerals and antioxidants which not only provide nutrition to the body but also protect the body from toxins and oxidative stress.

Include green vegetables such as spinach, cabbage, spirulina, lettuce, chard in your salads or soups to make the most of it throughout the year.

You can also boil or steam these veggies, sprinkle a pinch of black pepper and eat them as snacks during evening hours to fill your stomach.

FIBROUS FOODS

The next list of foods which are good for gut health is fibrous foods, which are foods that contain both soluble and insoluble fibers.

These foods add bulk to the food and stimulate the intestinal lining to ensure an easy bowel movement.

On average, a colon requires about 25-35 grams of fiber per day to remain healthy.

Hence, eating foods rich in fiber is the key to maintaining your gut health.

Include fruits, whole sprouts, Brussels, peas, kidney/ black beans and whole grains to your diet as they are rich sources of both soluble and insoluble fiber.

FERMENTED FOODS

A diet high in fiber and low in refined carbohydrates is considered to be an ideal one for a healthy gut.

Refined carbohydrates hinder the body's intestinal

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FERMENTED FOODS

A diet high in fiber and low in refined carbohydrates is considered to be an ideal one for a healthy gut.

Refined carbohydrates hinder the body's intestinal ecosystem and therefore reduces the friendly bacteria in the gut.

Including fermented foods in the diet can not only aid in digestion but also help to maintain gut bacteria, thereby improving overall intestinal health.

Include fermented foods such as miso, sauerkraut, yogurt and kimchi that replenish the friendly bacteria.

These bacteria prevent the colonization of disease-causing microorganisms, stimulate the immune system and degrade the toxins.

SEEDS

Have you ever wondered why it is recommended to

A healthy gut is key for a healthy body. In fact, most people believe that if your gut is happy then the risk of various health problems is also low. So it goes without saying that you should keep your gut healthy and happy. And to do this, the first and foremost tip is to take care of your diet. Yes, diet plays a crucial role in keeping you fit and healthy. But thanks to our fast-paced lifestyles, poor dietary habits, and stressful working hours, collectively it takes a toll on the gut health. And before it gets too late for us to take action and care for our health, we need to make sure that we

opt for ways to cleanse and detoxify the gut for a healthy living. So in this article, we will share some of the common yet healthy foods which can help in keeping the digestive system healthy and fit.

Before we list down the common foods which can help cleanse the intestine and keep the digestive system healthy, it is imperative to know some of the common diet tips for a healthy gut. Given our hectic lifestyle most often than not we end up eating out or grab something from a food stall or canteen on our way to the office. This is because taking a home-cooked meal is too much to ask for in this fast-paced world.

COMMON SIGNS AND SYMPTOMS OF IODINE DEFICIENCY

Iodine is an essential micronutrient which is required for normal thyroid function and proper growth and development. However, iodine deficiency disorders are one of the biggest worldwide public health concern as of today. According to a recent report on the global status of iodine, around 1.88 billion people are at risk of iodine deficiency and 241 million school children have an inadequate iodine intake. So on this World Iodine Deficiency Day, let us help you understand a bit about iodine deficiency and its symptoms. Here are some simple things you should know about iodine deficiency.

WHAT IS IODINE DEFICIENCY ?

Iodine is a trace mineral which is vital for the synthesis of thyroid hormones namely – Tri-iodoThyronine (T3) and Thyroxine (T4).

The recommended daily dietary allowance of iodine for kids, adults and pregnant women are:

Infants and children (0 months – 6 years): 90 microgram

Children (6 years – 12 years): 120 microgram

Adolescents and adults: 150 microgram

Pregnant and lactating women: 250 microgram

Unlike other common nutrients such as iron and calcium, iodine does not occur naturally in large quantities in foods.

It is present in the soil and hence, foods grown in iodine-rich soil contain good amounts of iodine.

It is available in trace amounts in water, food, and salt.

The common sources of iodine include sea fish, green vegetables, milk, meat, cereals, and salt.

Due to the increasing incidences of iodine deficiency, common salt fortified with iodine is available in the market.

An inadequate intake of iodine through diet can lead to insufficient production of thyroid hormones.

These hormones help regulate the functioning of various organs such as the heart, liver, and kidneys. It is also needed for the growth and development of the brain, especially during the fetal stage.

So lack of the mineral iodine can result in numerous health conditions which are collectively termed as iodine deficiency disorders.

The common health complications caused due to severe iodine deficiency include hypothyroidism, goiter and pregnancy-related problems such as stillbirth, miscarriage, preterm delivery, and congenital abnormalities in babies.

WHAT ARE THE SIGNS & SYMPTOMS OF IODINE DEFICIENCY ?

All the symptoms of iodine deficiency are related to its effect on the thyroid gland.

This is because the thyroid gland traps and concentrates iodide (iodine enters the body in the form of iodide) which is used to synthesize and store thyroid hormones.

When iodine requirements are not met, the thyroid gland finds it difficult to synthesize a sufficient amount of thyroid hormones.

Here Are Some Of The Common Signs And Symptoms Of Iodine Deficiency:

SWELLING OF THE NECK

Also known as goiter, it is one of the most common symptoms of iodine deficiency.

When the body is low on iodine, the thyroid gland (which is situated in the neck region) fails to make enough thyroid hormones to meet the demand.

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So to meet the demand, the gland works harder, which causes the thyroid cells to grow and multiply, causing the gland to grow in size, which in turn leads to swelling of the neck.

FEELING WEAK AND TIRED

This is the most common symptoms of

ARE YOU AN EMOTIONAL EATER?

HERE ARE SIMPLE WAYS TO GET RID OF THIS HABIT

Our relationship with food has witnessed a dynamic journey, from providing sustenance, it has now begun to act as source of comfort for our stressed and anxious minds. Out of money, a burger to ease the tension; fight with a friend, the ice-cream tub screams solace; business dinner, alcohol to reduce the friction. Briefly put as emotional eating, it is addictive in nature and this anxiety-induced hunger takes a heavy toll on the quality of our life.

WHAT MAKES US PRONE TO EMOTIONAL OVEREATING?_

When stressed, our nervous system is flooded with the hormone Cortisol that makes our brain to cry out for sugar and oil rich foods.

While the consumption of foods like sweets and fries trigger the release of the feel good hormone – Dopamine in our bodies.

This serves as a temporary fix and makes the worry a distant reality.

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SIMPLE WAYS TO CONTROL EMOTIONAL EATING

EAT IN OPTIMUM QUANTITY

Eating should only be for satisfying hunger and to supply the body with its quota of essential nutrients. Each time try not to gorge on a buttery parantha to

temporarily take your mind off some niggling trouble.

HAVE SMALL FREQUENT MEALS

Do not stay hungry, it will only push you to eat more the next time you eat.

Experts say that feeding yourself as many as six times each day can help you lose weight besides taking care of binge eating.

TAKE TIME TO EAT

Even if for a single meal, lay out the table and put the food out in plates.

Sit down and indulge but without the TV or the laptop. Even better, if you have a companion to talk to.

Some casual conversation generally eases the mind and deters you from over-eating.

PLAN YOUR MEALS

Document of what you are going to eat tomorrow and place it somewhere where you can see it often. Make sure *you stick to this*.

Difficult to start with but sooner or later your conscience will kick in and prevent you indulging in emotional eating.

YOU SHOULD INSURE YOUR CERTIFICATE

Because : The Maritime Union of India provides COC protection to you against Competency Certificate affected by any Court of Law and/or Authority.

BENEFITS

1. Suspension of Certificate : A maximum compensation of Rs.3,20,000/- (Rupees Three Lakh Twenty Thousand only) which is spread over 8 months.
2. Cancellation of Certificate : A maximum compensation of Rs.6,00,000/- (Rupees Six Lakh only) over period of 18 months.
3. Certificate replacement : Certificate replaced by the lower certificate upto Rs.22,500/- (Rupees Twenty Two Thousand Five Hundred only) per month not exceeding 8 payments as Compensation. Provided that this MUI COC Protection Application is in force on the day of the incident giving rise to an official inquiry into a Shipping Casualty (or was in force at least six months prior to same).
4. Legal Assistance in India : Legal assistance in India before any Court of Inquiry where Competency would be disputed upto a sum of Rs.5,00,000/- (Rupees Five Lakh only).
5. Legal Assistance outside India : Legal assistance outside India before any Court of Inquiry where Competency would be disputed upto a sum of Rs.5,00,000/- (Rupees Five Lakh only). MUI COC Protection Application covers Competency Certificates only, but not against cancellation of disciplinary misconduct or legal offences. The Maritime Union of India is not bound to give notice for renewal of premium.

REMEMBER :

1. **THE RENEWAL DATE** so that you may remit your annual premium at least one month before the due date
2. To keep membership up-to- date. MUI COC Protection Application is extended only to fully paid members of the Union.



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APPLICATION FORM
CERTIFICATE OF COMPETENCY (COC) PROTECTION

**Important : Please ensure that all columns are filled up for acceptance of this application
by office of The Maritime Union of India**

MUI Membership No.: _____ Valid Upto : _____

1. Name in full : _____
(BLOCK LETTERS - *Surname first*)
2. Date and Place of Birth : _____
3. Permanent Address for correspondence : _____
4. Grade, Number and Complete : _____
description of certificate : _____
5. Date and Port of Issue : _____
(a) INDOS No. : _____
6. Has your Certificate ever been : _____
(a) Suspended? : _____
(b) Cancelled? : _____
(c) Successfully defended in an : _____
(d) official Enquiry? : _____
If so, please give particulars : _____
: _____
: _____
7. Have you ever been in a ship that has : _____
met with an accident in respect of which : _____
there has been an official enquiry? : _____
If so, please give particulars : _____
If so, please give particulars : _____
8. Name of your present ship : _____
9. In what capacity are you now serving? : _____
10. Name of Owners / Agent : _____
11. How long have you served with them? : _____

DECLARATION

I hereby declare that the above details are in every respect true and correct, and that I have not withheld any information calculated to influence the decision in regard to this proposal.

I pay herewith the sum of Rs. 200/- (Rupees Two Hundred only) being the first application cost and agree to renew it every year.

Date _____

Signature _____



MEMBERSHIP FORM
[TO BE FILLED IN BLOCK LETTERS]
THE MARITIME UNION OF INDIA

Regd No.: BY-II-198-A 30-3-1941

Registered Office : Udyog Bhavan, 4th Floor, 29, Walchand Hirachand Marg,
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E-mail: mail@maritimeunionofindia.com or membership@maritimeunionofindia.com
Website: maritimeunionofindia.com

Affiliated to The International Transport Workers' Federation, London & Hind Mazdoor Sabha, India

Membership Fees : Rs. 1800/- per annum

Entrance Fees (For first time members - one time payment) : Rs. 500/-

Please Affix
your recent
photograph

Full Name : _____
Surname first _____
Date of Birth and Place : _____
INDos No.: _____ Marital Status : ☐ Married ☐ Unmarried
C.D.C. No.: _____ Place of Issue : _____ Issued on : _____ Expires on : _____
Passport No.: _____ Place of Issue : _____ Issued on : _____ Expires on : _____
Certificate of Competency (COC) No.: _____ Place & Date of Issue : _____
Name of your present company : _____
Present Rank : _____ Employment Code No. : _____
Particulars of your last company : _____
Residence Address : _____

Landline Nos. : _____
Mobile Nos. : _____ Spouse / Next of Kin _____
Email Address : _____

Details of Next of Kin declared by you at the time of joining the Company

Sr. No.	Full Name	Relationship	Mobile & E-mail ID
1			
2			
3			
4			

The details are required to assist you in case of contingency and/or in case of emergency.

I will abide by the rules and regulation of constitution of the Union, I agree, undertake and confirm that all agreement/s entered and or executed by MUI towards representation of its members shall be binding and enforceable by/upon me and accordingly, I authorised MUI to directly collect my membership from me and/or through my employer.

I therefore request you to enroll me as the member and/or renew my membership of the The Maritime Union of India.

Date : _____ Place : _____
Signature of Applicant

COC Protection is extended to fully paid up members only. Certificate protection fees of Rs.200 (Rupees Two Hundred only) per year payable on or before renew date.

FOR OFFICE USE

Membership No.: _____ Amount Received _____ Receipt No. _____
Place : _____
Signature of the Authorised Signatory

FOR ATTENTION OF MUI MEMBERS AND SEAFARER OFFICERS

You can tear the MUI Membership form in this issue along the dotted line,
fill it up and post it to MUI Mumbai Office alongwith
a Demand Draft or Cheque in favour of : The Maritime Union of India to :
Udyog Bhavan, 4th Floor, 29 Walchand Hirachand Marg
Ballard Estate, Mumbai 400001.

Kindly ensure that your Maritime Union of India (MUI) membership is kept validated every year.

This will ensure that you are supported in case of eventualities that may occur during your service on board vessel or after sign-off. In case you need to resolve any matter with your ship owner/Agent, interceding by the MUI can effectively assist you more effectively, if you are a fully-paid up member Officer of the Union.

**MUI REQUESTS ALL OFFICERS TO ENSURE THAT
SUFFICIENT BALANCE IS PRESENT IN THEIR BANK ACCOUNTS
WHEN A CHEQUE IS ISSUED BY THEM OR THEIR FAMILY MEMBERS, FOR
MEMBERSHIP TO THE MARITIME UNION OF INDIA**

This will ensure faster and efficient delivery of
MUI Membership Card to your residence

**When corresponding with MUI offices for your grievances, inquiries or
for any other purpose, kindly ensure to mention your :**

- 1) CDC Number**
 - 2) MUI Membership Number**
 - 3) Rank**
 - 4) Name of your Company**
 - 5) Land line, and mobile numbers, email identity**
-

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