



THE OCEANITE

Journal of The Maritime Union of India



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

JANUARY - MARCH 2021

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THE OCEANITE

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

Editorial

Our industry continues to face challenges related to crew changes, even as the COVID-19 virus continues to threaten the world, in the form of new cases. We are two months down in this year and we hope our industry experiences a better days soon.

The IMO has declared Seafarers as Key Workers as per Circular Letter No.4204/Add.35/Rev.4 dated 5 February 2021. It urges members states to facilitate safe and unhindered movement for embarking and disembarking a vessel and to accept internationally accepted documentation carried by the seafarers as evidence of their status as Key Workers during the COVID-19 pandemic.

The Maritime Union of India has taken up issues of prime concern, with visits to Ministry of Shipping, New Delhi. Taxation for seafarers who have been unable to acquire NRI status in the financial year 2020-2021 is awaited. We look forward to response of our Government in this direction.

Indian seafarers have been held up on ships at anchorage off Chinese ports with cargoes from Australia. It has been an extremely difficult task for companies to get such ships released. MUI has taken up this issue very strongly with the Government. Most Indian seafarers have returned home thanks to relentless support offered by MUI during the pandemic phase. However some seafarers continue to be held up on some ships. Companies are hopeful of sailing such ships out soon.

Indian seafarers continue to be denied shore leave at Indian ports and MUI has also taken up this issue strongly in New Delhi.

We have also approached the Government to approach countries such as Hong Kong,

Indonesia, Vietnam, to facilitate crew changes for Indian seafarers as they have had reasonably good air connectivity since the declaration of lock down. This will facilitate crew changes for Indian seafarers, which is the need of the hour.

Court hearing for Capt. Sunil Kumar Nandeshwar continue to be held at regular intervals, with MUI being in touch with the legal team and family of the Master, and had a meeting with the Honourable Minister of Shipping, Shri Mansukh L. Mandaviya.

Piracy in the Gulf of Guinea continues to be a dominant threat to ships plying in the region. MUI has expressed the urgent need for initiatives from the United Nations Security Council, in order to tackle this threat. MUI has also expressed that a global response, like the one initiated in the Gulf of Aden is the need of the hour. The year 2020 saw a rise in cases compared to 2019 and this is not a healthy development for our industry. Ships are being fired upon, and seafarers being kidnapped. Families of seafarers are naturally alarmed because of such incidents, specially since we are witnessing a rise in such incidents.

Apart from the above pertinent issues MUI continues to serve seafarers who face various issues related to their work and wage conditions.

Let us hope the coming months provide us a relief in terms of smoother crew changes which have to be carried out following stringent SOPs / protocols issued by various governments/ airlines. SOPs issued by Directorate General of Shipping, Government of India, continue to serve their purpose extremely well with timely amendments.

* * *

**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 :

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

**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
SUFFICIENT BALANCE IS PRESENT IN THEIR ACCOUNT
WHEN A CHEQUE IS ISSUED TO MUI BY THEM OR
THEIR FAMILY MEMBERS, FOR MUI MEMBERSHIP**

**Officers are requested to keep with their next of kin
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It can also be sent to MUI office, Mumbai, for our records.**

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. 35
CERTIFICATE OF COMPETENCY (COC) PROTECTION FORM is included
on page nos. 33 and 34

**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.**

The Oceanite - Journal of The Maritime Union of India Advertisement Tariff

	PRINT AREA	B & W	COLOUR
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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
Back Outside Cover	15.5 cms x 21.0 cms.	—	Rs. 6,000

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"

The Maritime Union of India takes up issues of prime concern

The Maritime Union of India approached the High Consulate of Georgia, in the matter of a MUI member - Chief Engineer alongwith his wife and three year old child who were on board ship since one year .

Their Schengen Visa had expired in November 2020, and as a result, their repatriation from EU countries was not possible. Seafarers US visa had also expired. The vessel was plying within this region itself. They were not being permitted to sign off during the lockdown for months, since wife and child did not possess Seamen Book.

MUI co-ordinated with the Georgian Consul General. We co-ordinated via telephone and email with them, and the company. Due to our assistance, ven though the US Visa of Chief Engineer had expired, all three were signed-off on the basis of their US Visa, and they returned to India.



Mr. Amar Singh Thakur - General Secretary, MUI with His Excellency Mr Archil Dzuliashvili Ambassador Extraordinary and Plenipotentiary, Permanent Representative at Embassy of Georgia to the Republic of India, New Delhi.

MUI has been in regular touch with relevant Government ministries for Indian seafarers to be granted exemption from paying income tax for the financial year 2020-2021. A vast majority of seafarers have not been able to acquire NRI status as they have not been able to join ship due to the COVID-19 pandemic. General Secretary, Mr. Amar Singh Thakur has visited New Delhi twice for this matter. We would like relevant circular issued specifically for seafarers.

* * *

MUI has taken up the matter in New Delhi, of Indian seafarers being held up on ships at anchorage off Chinese ports. Chinese authorities did not grant permission for these ships, which had arrived from Australia, to enter port and discharge their cargoes, and neither was crew change was allowed. Indian seafarers present on such vessels were under tremendous pressure as most of them had been on board for a total of 18 months. Their families too were understandably under great stress, having spent the lockdown days alone without any support. MUI continues to strive for release of the remaining vessel Jintang anchorage and we hope to get a positive result very soon now.

* * *

MUI has also approached the Ministry of Shipping for review of Standard Operating Procedures (SoPs) for crew changes at Kochi and New Mangalore Ports. This issue is primarily relevant to Indian Seafarers plying only on Indian coast including on dredgers. The ports were insisting on seafarers needing a COVID-19 test once again at the port of embarkation even though they have undergone the test at ICMR approved laboratory within 72 hours of such embarkation. This is causing delay for the seafarers and companies have to incur additional expenditure. This practice is not in line with the SoPs issued by the Directorate General of Shipping.

MUI has also approached the Government regarding granting of Shore Leave for Indian Seafarers at Indian ports. This has been a very long pending issue. Seafarers have been designated as Key Workers by Essential Services Maintenance Act, 1968, and more recently by the IMO as well. We have expressed our view that it is indeed shocking that our own citizens, who are professionals have been denied shore leave at our own ports.

* * *

MUI has also approached honourable Minister of Shipping to prevail upon the relevant Government ministry to approach countries such as Hong Kong, Vietnam, Indonesia or such other countries who have reasonably good air connectivity during the

ongoing COVID-19 pandemic to function as hubs for crew changes. This will enable a large number of crew changes.

* * *

MUI has also approached Ministry of Shipping and the Directorate General of Shipping in the matter of Capt. Nandeshwar, as his vessel M.V. Wakashio grounded on the coast of Mauritius in July, 2020. MUI continues to be in touch with the court proceedings and we look forward to an early grant of bail for the Master. Mr. Amar Singh Thakur, alongwith wife and son of Capt. Nandeshwar met the Honourable Minister of Shipping, Shri Mansukh Mandaviya in New Delhi in the matter.

* * *



Mr. Amar Singh Thakur - General Secretary, MUI with honourable Minister of Shipping, Shri Mansukh L. Mandaviya, alongwith Mrs. Nandeshwar and son (family of Capt. Sunil Kumar Nandeshwar) in New Delhi.

**GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
GOVERNMENT SHIPPING OFFICE**
**Count of Indian seafarers Signed on/Signed off during Lockdown
since 23rd March, 2020**

Sign-on	Sign-off	Total
95,270	1,32,067	2,27,337
		(upto 01 December 2020)

GRIEVANCES RESOLVED BY THE MARITIME UNION OF INDIA

December 2020 :

We have received call from 2nd Officer from Turkey that his Indian manning company has arranged his sign off and they will be signing off the officer without last months salary which the officer was agreeing to. We guided officer not to step down from vessel without full and final settlement of wages. We immediately spoke to the company in India and strictly told them to clear wages before sign off. Company requested that due to festival and holiday time they will be clearing salary within a week. However we told them to send the BOW statement to officer and provide us a specific date for clearing salary. We followed the matter and company has under our guidance cleared his salary within two days of sign-off.

A Chief Engineer from one of the RPSL companies sent us a complaint stating that he has been called for joining vessel in India as per a signed contract of employment in June 2020. Officer reached joining port accordingly and was put up in a hotel. There were other crew members waiting to join the vessel. COVID-19 tests for all turned out to be negative. Due to delay in arrival of the vessel at port, the tests were carried out again in July and two seafarers reports were positive. Master and company decided to cancel joining of all seafarers. Chief engineer was repatriated to his home town as per company's decision. Officer asked to be paid basic wages, however company did not respond. MUI spoke to his company and followed up the matter. Finally his wages were cleared by company in January.

An Electrical officer signed off from vessel in Dubai and company had deducted his wages. He complained to MUI. We spoke to the RPSL company and it was explained that he had been signed off on his personal request and that is why they have deducted from his BOW. We requested the company to reduce the exorbitant charges. After a series of negotiations company reduced his deduction amount and the balance credited back to officers account in January.

Officer joined the vessel directly with owners and not through RPSL company in beginning of 2020. Vessel was loaded ammonium nitrate from Nakhodka and arrived at Vishakhapatnam port on 30 August 2020. Since a dispute related to the cargo arose, the vessel was on anchorage for indefinite time. The Officer had been requesting for sign off since 15 May 2020, as he joined the vessel on 16 February 2020. Since the vessel was in Pradeep port on 10 June 2020, owners told him that they could not relieve him due to the pandemic and

they will do so at the next earliest opportunity. On Nakhodka departure they promised to relieve him on arrival Vizag port. However, on arrival at Vizag, they told him that port immigration authorities are not permitting sign off from Vizag anchorage. He asked owners several times to approach the authorities to consider his case and permit sign off from anchorage. Officer approached MUI in October 2020. Unfortunately, his blood pressure readings were very high along with vomiting and fainting. We took up this matter strongly and wrote the ITF London and union in country of owner's. Finally he was sent to shore doctor in 1st week of November 2020. After waiting a very long period of 8 days. After the shore visit he was told to go back to vessel and owners told MUI most probably matter will get resolved they will be able to relieve him. We told owners to change the agent, which was done. After continuous arguments and communication with owners officer was finally relieved on 08th December. We told Chief Engineer always join through recognised RPSL companies.

January 2021 :

A Chief Engineer from one of the RPSL companies who was on board since one year from January 2020. His company was not relieving him due to pandemic. After intervention of MUI he was relieved at Kakinada on 4th February 2021.

We received an email from ITF stating that one of the seafarers signed off from Turkey without Balance of Wages paid to him. We communicated with the RPSL company in Mumbai and informed them to clear the salary without delay. After MUI negotiations officer has received his full BOW on 25th Feb 2021 without any deductions.

We received email from ITF that crew members are paid salaries less than that offered and there is no sign off since many months. We were informed that the vessel will be coming to Mumbai end of January and seafarers want to sign off. We spoke to RPSL and understood that vessel will be handed over to another management at Vietnam on 12th February. They have signed off few seafarers in India and rest of the essential ranks were requested to continue up to Vietnam till 12th February and after handover to another management they will sign off all crew will full and final wages and with as per CBA. We followed up in the matter and all seafarers were signed off as agreed upon mid February.

UN Security Council initiatives urgently needed to tackle Gulf of Guinea piracy hotspot, says Indian maritime union

The Maritime Union of India (MUI) has said that increasing piracy in the Gulf of Guinea needs 'urgent initiatives' from the United Nations Security Council to protect seafarers.

In a rallying call for global union solidarity on the issue, MUI General Secretary Amar Singh Thakur said: 'As we are all aware, the Gulf of Guinea is currently the hotspot for piracy and armed robbery against ships.

'There has been a steady rise in incidents in the year 2020 compared to 2019, as per the International Maritime Bureau (IMB) [\[annual report\]](#). Its Piracy Reporting Centre has received 162 incidents in the year 2019 and 195 incidents were reported in 2020. 130 crew members kidnapped from vessels in 2020.'

'Over 80% of the attackers are armed with guns and ships are fired upon, and the furthest crew kidnapping occurring almost 200 nautical miles from land'.

Although ships with large numbers of Indian seafarers transited this region, which is rich in oil reserves and therefore of commercial importance for India, Mr Thakur emphasised that piracy – including kidnappings – affects seafarers of 'dozens of nationalities' and requires a global response.

Mr Thakur said the MUI was approaching the Government of India with its proposals to press the UN Security Council for action and urged other unions to support it.

'We hope that we will, together, be able to mobilise world opinion to act on this issue with greater seriousness and alacrity. The MUI would like to prevail upon all unions to take this threat seriously and sensitise their respective Governments to escalate this matter to the United Nations Security Council.

'Your proactive stand in this matter will go a long way in the interest of our industry, primarily for our greatest asset – the seafarers.'

Ministry of Ports, Shipping and Waterways Government of India Mercantile Marine Department

Date: 25/02/2021

NOTICE

This is to inform that the venue for oral & written examination for all Nautical Grades to be conducted in **March-2021** at Mumbai is as follows

Oral Examination Venue:

Mercantile Marine Department, Pratishta Bhavan, 101 M.K. Road, Churchgate, Mumbai – 400 020.

Written Examination Venue: Mercantile Marine Department, 1st Floor, Nav Bhavan Building R.K. Kamani Road, Ballard Estate, Fort, Mumbai - 400001

Examination date: As per the system generated email / Admit Card.

Reporting time: 0930 hrs.

Note: No candidates will be allowed entry after 0945 hrs.

Sd/-

(Capt. Anish Joseph)

Examiner of Master & Mates

Mercantile Marine Department

Mumbai

MARITIME PIRACY

A growing menace

A global piracy report published recently by the UK-based 'ICC: International Maritime Bureau' indicates a rise in piracy and armed robbery on the world's high seas during the first nine months of 2020, with a 40 per cent increase in the number of kidnappings reported in the Gulf of Guinea over the figures recorded in the corresponding period in 2019. The report says that pirates armed with guns and knives are abducting bigger groups of seafarers at some distances off the West African coast. It details 132 attacks since the start of 2020 – up from 119 incidents during the corresponding period last year. In the first nine months of 2020, seafarers reported 134 cases of assault, injury and threats, added to 85 crew members being kidnapped and 31 held hostage onboard their ships. A total of 112 vessels were boarded and six were fired upon, while 12 reported attempted attacks.

The menace of maritime piracy is a major cause for concern for over 200,000 Indian seafarers. India now provides about 9.35 per cent of global seafarers and ranks third in the list of large seafarer-supplying nations to the world maritime industry. **“The West Coast of Africa comprising Benin, Angola, Equatorial Guinea and Ghana are the current hot spots of maritime piracy,” says Amar Singh Thakur, General Secretary, The Maritime Union of India, the oldest union of merchant navy officers in the country.**

Many leaders of the global maritime fraternity are of the view that the prime responsibility of protecting any merchant vessel lies primarily with its 'flag state'. The United Nations Convention on the Law Of the Sea (UNCLOS) ensures that ships under their flag comply with international regulations, often adopted by the UN's International Maritime Organisation on matters of safety, navigation, crewing, etc. “A ship is part of the sovereign territory of the ship's flag state,” explains Bjorn Hojgaard, chief executive officer, Anglo-Eastern Univan Group. “And, flag states should protect the sovereignty of this territory, just as they do for all other parts of their territory. It is unfortunately a fact that many flag states have no real capability or

interest in doing what is necessary to protect ships from piracy. UNCLOS speaks of the 'freedom of the high seas' and of member states' obligation to ensure this freedom. It's incumbent on members to ensure that the high seas are free for all ships to ply securely and freely.” Adds Hojgaard: “It would be appropriate that the UN, together with the coastal states highly prone to maritime piracy, agree that international ships calling the ports there be protected by UN peacekeeping forces, the so-called 'blue berets’”.

Many challenges Maritime stalwarts believe that 'armed guards' (private mercenary security personnel) onboard ships proved effective for ships transiting the Gulf of Aden about a decade ago, when piracy off the coast of Somalia was a serious threat. There are a number of challenges with the use of armed guards, one being that many coastal states do not allow ships to call, if they have private armed guards on board. Cases of maritime piracy have increased by around 26 per cent due to the current COVID-19 pandemic, which has shut down many businesses and job opportunities around the world. The temptation of 'quick money' has led many residents of underdeveloped countries to choose such an illegal path, which continues to threaten millions of seafarers globally, including Indian citizens.

As many as 20 Indian nationals were kidnapped recently from a Marshall Islands-flagged oil tanker vessel, MT Duke, off Lome, Togo. The vessel was attacked and boarded by six pirates some 115 nautical miles southeast of Lome. These Indian seafarers were recruited by London-headquartered V Group through its ship-management company operating in India.

It is an open secret that billions of dollars are paid every year by shipowners or ship management companies worldwide to sea pirates towards ransom amounts for securing the safe release of abducted seafarers. Ironically, these companies solicit services provided by kidnap-for-ransom consultants based in developed countries.

HEMANG PALAN

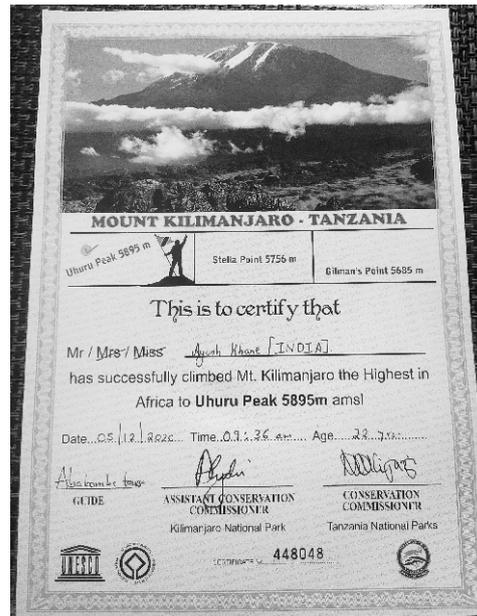
YOUNGEST MERCHANT NAVY CADET CLIMBS MOUNT KILIMANJARO

Born on 18, January, 1998, Mr. Ayush Khare is not only the youngest Merchant Navy Officer, but the first Indian to climb Mount Kilimanjaro, the highest peak in Tanzania, Africa, after the COVID-19 pandemic on 05th December, 2020. His name has been recommended for U.P. Chief Minister's Award.

The climb, which took around 5 days was carried out in wind speeds upto 260 kms. per hour, a maximum temperature of -30 degrees centigrade and 4 hours of sleep per day. He was guided by Anand Bansode of 360 explorers.

Ayush Khare is also the youngest mariner to summit Mount Stok Kangri - the worlds highest trekkable mountain in Leh.

Ayush Khare has also received a gold medal in 21 and 42 kms. marathon; a bronze in 50 kms. and a gold in 120 kms. cycling.



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

DGS Order No. 01 of 2021**Subject: Extension of Certificates of Competency/Certificate of Proficiency of Seafarers**

1. Whereas vide DGS order 26 of 2020 dated 30.09.2020, the Director General of Shipping granted deemed extension of CoPs to ratings till 31.12.2021 or for one-contact, whichever comes first, provided that-
 - (i) no extension has been availed by rating under previous orders/SOPs issued by the Directorate and
 - (ii) have joined/shall join ships on/prior to 31.12.2020 and
 - (iii) meet the continuous professional competence as per attached Annex I as on the date of their joining.
2. Whereas vide DGS Order 33 of 2020 dated 03.11.2020, the Director General of Shipping also granted extension of CoCs/CoPs issued to Master & Officers till 31.12.2021 or for one-contact, which-ever comes first, provided that-
 - (i) no extension has been availed by Masters & officers under previous orders/SOPs issued by the Directorate and
 - (ii) have joined / shall join ship on/prior to 30 November 2020 and,
 - (iii) meet continuous professional competence as per Annex I as on the date of their joining.
3. Whereas INSA/FOSMA/MASSA in their submission has requested further extension of above provisions of deemed extension for Master, Officers & ratings citing various reasons such as lack of internet connectivity, remote locations for undergoing the online courses and at times they need to connect the seafarers due to unpredictable situations arising due to the currently continuing pandemic posed by Covid-19 and hence requested extension of the period for ratings till 31.12.2021 and for offices till 30.06.2021.
4. Noting that as early as in August 2020, the Directorate has facilitated conduct of revalidation courses initially vide DGS Order 20 of 2020 dated 04.08.2020 via Three-Tier training mechanism comprising of E-Learning, Virtual Classes/On-Line Video sessions and Exit Exam and lately allowed conduct of all STCW Courses vide DGS Order 40 of 2020 dated 19.12.2020 via Three Tier training mechanism comprising of E-Learning, Virtual Classes/On-Line Video sessions & Practical and Exit Exam.
5. Also considering that the grant of extension to all seafarer who are joining on/before 31.12.2021, which is almost for a period of 1-year without revalidation will create long queues of candidate requiring completion of mandatory courses once the pandemic is over.
6. Further noting that it is only about 5-months since the Directorate facilitated completion of mandatory training through newly devised Three Tier mechanism.
7. Taking all the above into consideration, the Directorate hereby grants deemed extension of CoCs and/or CoPs until 31.12.2021 from date of joining or one contract whichever is earlier for all those seafarers who comply with all of the following:
 - (i) the Seafarer has signed-off from a ship on/after issue of DGS Order 20 of 2020.
 - (ii) the Seafarer has not availed any extension of CoC/CoP under any previously issued Directorate Order/Circular/SoP whether while being on ship or ashore
 - (iii) the seafarer joins the ship or/before 31.03.2021 and demonstrates continuous professional competence as detailed in attached Annex I on the date of joining.

Sd/-

(Amitabh Kumar)
 Director General of Shipping
 & Additional Secretary to the Govt.

For annexure refer to: www.dgshipping.gov.in

NT / EXAM Circular 01 of 2021
Sub: Guidelines for Extra Master Dissertation-reg.

In view of the changes in maritime sector and to keep abreast with the evolving technology and modern management systems, the Directorate had revised the Extra Master syllabus vide NT/Exam circular 01/2019 dated 17.01.2019.

2. The successful completion of the Extra Master Certificate of Competency examination requires candidates to complete a dissertation as specified under part D of annex 'A' of the said circular.

3. Candidates who have successfully completed Part A, B or C of Extra Master's written examination may attempt Part 'D', of the Extra Master examinations. Such candidates are required to submit a written proposal on a marine research topic to the Chief Examiner of Master and Mates for approval. While submitting proposal, all candidates are required to adhere to the guidelines for writing research proposal and dissertation annexed to this circular. The following key instructions are to be followed.

3.1 The research proposal needs to contain at least 2000 words and same is to be submitted with cover page and content page as specified under annex I (Proposal form for Extra Master Dissertation) of this circular for approval to the Chief Examiner of Master & Mates.

3.2 The submitted proposal will be reviewed and outcome will be communicated to candidate or if required, seek further information or clarification from candidate.

3.3 The dissertation is to be written and submitted as per guidelines specified under annex 2 of this circular (Guidelines for Extra Master's Dissertation).

4. This issues with the approval of Competent Authority.

Sd/-
(Capt. P.C. Meena)
Nautical Surveyor cum DDG (Tech.)

NT Exam Circular 02 of 2021
Subject: Clarification regarding completion of GMDSS course for nautical discipline oral examinations-reg.

1. The Directorate had issued NT branch circular No: Exam 72 of 2004, which states that candidates would be eligible for oral examination only on completion of modular courses as required for the grade of examination. In this context, clarification has been sought whether the modular courses specified in the said circular includes the GMDSS course.

2. It is clarified that the GMDSS course is not to be considered for this aspect as MMD involved in GMDSS certification process. Hence, MMDs need not insist on the completion GMDSS course before permitting candidates to appear for oral examination.

3. It is further clarified that candidates need to be in possession of GMDSS certificate before processing the issue of the certificate of competency.

4. This is issued with approval of the Chief Examiner Advisor to the Government of India (i/c).

of Master and Mates and the Nautical (Capt.G.P.Shenoy) Nautical Surveyor cum DDG (Tech).

Sd/-
(Capt. G.P. Shenoy)
Nautical Surveyor cum DDG (Tech)

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membership@maritimeunionofindia.com

DGS Order No. 02 of 2021

Subject: Addendum-III to DGS Order No. 28 dated 01/10/2020 - Completion of part-held courses suspended vide DGS Order No. 2 of 2020 dated 16/03/2020

1. Whereas para 7.1 of DGS Order No. 2 of 2020 dated 16.03.2020 stated that all the basic courses, modular courses including simulator courses and competency /preparatory courses stand suspended from 16.03.2020 till further orders.

2. Whereas after issuance of DGS Orders for opening of MTIs queries have been received from MTIs on completion of part-held courses.

3. The matter has been considered and decided that all approved STCW courses up to duration of 2-weeks which remained part-held due to closure of MTIs vide DGS Order No.2 of 2020 dated 16.03.2020 for the safety of seafarers from COVID-19 have to be

completed in entirety by MTI using the methodology of Three/Two/One Tier as available and as per attached Annexure of DGS Order No. 40 of 2020 dated 17.12.2020. The MTIs need to upload batch details afresh of all such candidates who are interested to redo the complete course. Courses of more than 2 weeks duration can resume from where it was suspended.

Sd/-

(Amitabh Kumar)

Director General of Shipping
& Additional Secretary to the Govt.

For annexure refer to: www.dgshipping.gov.in

DGS Order No. 03 of 2021

Subject: Amendment-II to DGS Order No. 1 of 2020 dated 03.07.2020-reg.

1. Whereas the Directorate issued DGS Order No. 01 of 2020 dated 30.01.2020 on the subject "One- time Amnesty Scheme for candidates who acquired false or forged certificates from Maritime Training Institutes without attending classes".

2. Whereas para 11(d) of the said DGS Order states - "Candidates who have not repeated the training courses can do so within six months from 01st of February 2020 and apply for restoration of their e-migrant facility and the same shall be restored within 10 days."

3. Whereas para 11(e) of the said DGS Order states - "Any other seafarer who wishes to surrender his certificate obtained wrongly to the Directorate, can do so and repeat the course(s) till 31st July 2020 without facing any debarment. This facility will not be available after 31st of July 2020 and surrender after this date will attract debarment in accordance with MS (CDC-cum-SID) Rules".

4. Whereas vide Amendment - I to DGS Order 1 of 2020 dated 03.07.2020, the last date to redo the course and apply for restoration of e-migrant facility was extended from 31.07.2020 to 31.12.2020.

5. Whereas a series of requests have been received from such candidates about their inability to do the training course within the prescribed time limit and extension of the timelines to redo the training course.

6. Whereas the ongoing COVID-19 pandemic had led

to the temporary closing down of all the Maritime Training Institutes (MTI) and it is not possible for the candidates to repeat their training courses within the prescribed time limit as required in the said DGS Order.

7. In view of the above, the Directorate has reviewed the DGS Order No. 01 of 2020 dated 30.01.2020 and its Amendment - I dated 03.07.2020 and it has been decided to extend the time limits for the compliance of the said order which is as given below;

7.1 Para 11(d) shall now be read as -

"Candidates who have not repeated the training courses can do so latest by 30.06.2021 and apply for restoration of their e-migrant facility and the same shall be restored within 10 days".

7.2 Para 11(e) shall now be read as -

"Any other seafarer who surrenders/has surrendered his wrongly obtained certificate to the Directorate till 31.07.2020 shall be allowed to repeat the course latest by 30.06.2021 without facing any debarment. This facility will not be available for seafarers who surrender their wrongly obtained course certificate after 31.03.2021 and will attract debarment in accordance with MS (CDC- cum - SID) Rules".

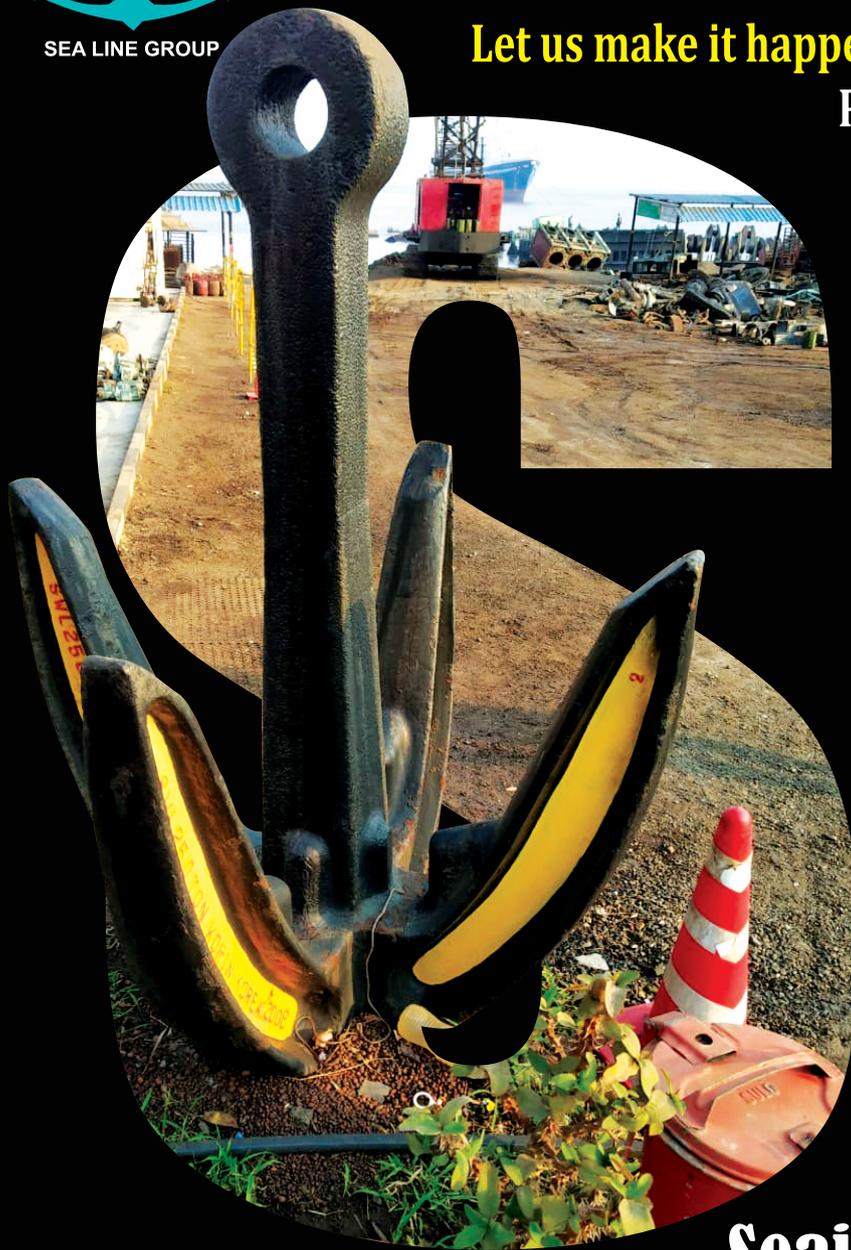
Sd/-

(Amitabh Kumar)

Director General of Shipping



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NT Exam Circular 03 of 2021

Subject: Clarification regarding establishment of continued professional competence in accordance with section A-I/11 of the STCW Code for revalidation of GMDSS COC-reg.

1. The Directorate has received several requests from candidates regarding the procedure to be adopted for establishing continued professional competence in accordance with section A-I/11 of the STCW Code for revalidation of GMDSS COC of candidates who do not have the required seagoing service in previous years.

2. Attention of all seafarers is invited to Section A-I/11 of the STCW code which specifies the procedures accepted for establishing continued professional competence as required under regulation I/11. The said regulation is as follows:

Quote

“Continued professional competence as required under regulation I/11 shall be established by:

.1 approved-seagoing service, performing functions appropriate to the certificate held, for a period of at least

.1.1 twelve months in total during the preceding five years, or

.1.2 three months in total during the preceding six months immediately prior to revalidating; or

.2 having performed functions considered to be equivalent to the seagoing service required in paragraph 1.1; or

.3 passing an approved test; or

.4 successfully completing an approved training course or courses; or

.5 having completed approved seagoing service, performing functions appropriate to the certificate held, for a period of not less than three months in a supernumerary capacity, or in a lower officer rank than that for which the certificate held is valid immediately prior to taking up the rank for which it is

valid.” Unquote

3. The GMDSS course and examinations are yet to commence due to COVID Pandemic. However, MOC vide their letter No: P-14040/04/2019-CoP, dated 07.07.2020 has extended the validity of GMDSS GOC till 31.12.2021.

4. Considering the foregoing, candidates for REVALIDATION of GMDSS GOC who do not have the required sea time, or have performed functions considered to be equivalent to sea going service, or are unable to attend the approved training course has the option of passing an approved test.

5. All such candidates for revalidation of GMDSS COC may contact the Mercantile Marine Department for conduct of oral test for candidates. MMD shall conduct Oral test on theoretical aspect of minimum standard of competence for GMDSS radio operators specified in Table A-IV/2 Column 2 of STCW Code, to be able to establish continued professional competence as specified in Section A-I/II, 1.3 of the STCW code, required for revalidation of their GMDSS COC.

6. On successful completion of the test, the GMDSS COC of the candidate may be further revalidated for 5 years.

7. This is issued with approval of the Chief Examiner of Master and Mates and the Nautical Advisor to the Government of India (i/c).

Sd/-

(Capt. G.P. Shenoy)

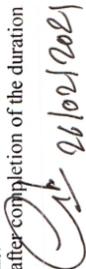
Nautical Surveyor cum DDG (Tech)

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

Final Examination schedule for 2nd Mate (FG), 1st Mate (FG), Master (FG), Fishing Grade, Dredge Grade, 2nd M Foundation Course & All NCV Grades for the year 2021

Month	JAN 2021	FEB 2021	MAR 2021	APR 2021	MAY 2021	JUNE 2021	JULY 2021	AUG 2021	SEPT 2021	OCT 2021	NOV 2021	DEC 2021
Exam	2M(FG) 1M Ph-II ASM(FG)	2M(FG) NWKO (NCV) 1M Ph-I (NCV) 1M Ph-II (NCV) ASM (NCV) Dr. (Kol.) Fishing (Chennai)	2M (FG) 1M Ph-I ASM (FG)	2M(FG) 2M(FC) NWKO (NCV) 1M Ph-II (FG) 1M Ph-II (NCV) ASM (NCV) ASM (NCV)	2M(FG) ASM (FG)	2M(FG) 1M Ph-I (NCV)	2M(FG) 1M Ph-I 1M Ph-II (NCV) ASM (FG) ASM (NCV)	2M(FC) NWKO (NCV) Dr. (Kol)	2M(FG) 1M Ph-I (NCV) 1M Ph-II (NCV) ASM (FG) ASM(NCV) Fishing (Ch.)	2M(FC) NWKO (NCV) 1M Ph-II (NCV) 1M Ph-II (NCV)	2M(FG) 2M (FC) 1M Ph-I (NCV) 1M Ph-I (NCV) ASM (FG)	

Note :- (a) 2M means 2nd Mate FG; 1M PH-I means 1st Mate (FG) Phase-I; 1M PH-II means 1st Mate (FG) Phase-II and ASM means Advanced Shipboard Management Examination of Master (FG). (b) 2MFC means 2nd Mate Foundation course; 1M PH-I (NCV) means 1st Mate Phase-I (Near Coastal Voyages); 1M PHII(NCV) means 1st Mate Phase-II (Near Coastal Voyages) and ASM(NCV) means Advanced Shipboard Management (Near Coastal Voyages).

1. Dr.(Kol) — means Dredging Grade Examinations to be held at Kolkata.
2. Fishing (Ch.) — means Fishing Grade Examinations to be held at Chennai.
3. Ex. M- means Extra Master parts shown in brackets
4. WWN- means World Wide Navigation
5. Duration of courses: - 2nd Mate (FG),NWKO(NCV) Function: 4 months / 1st Mate Phase -(FG&NCV) - 3 months / 1st Mate Phase -II(FG&NCV):- 3 months / Advanced Shipboard Management (ASM): - 1.5 months/ASM (NCV):- 1.0 months & 2nd Mate (FC): - 2months WWN (World Wide Navigation); - 1 months. after completion of the duration month aft o
6. Each course except ASM(NCV) & 2nd Foundation Course shall commence on 15th day of the month and will end on 14th day of the month after completion of the duration

 26/02/2021

2.If any Individual who is a citizen of India or Person of Indian Origin earns Rs.15 lakhs or more in India during any Financial Year and that individual stays in India for a total duration of more than 120 days but less than 182 days then that Individual will be treated “Resident but Not Ordinarily Resident” for tax purposes.

3. Besides if an individual is a Citizen of India generates Total income of Rs. 15 lakhs or more in India during any Financial Year, and if the said Individual is not taxed abroad due to-

- (i) residence or
- (ii) domicile
- (iii) or any other reason

then that individual will be treated as “Resident “for tax purposes in India and will be taxed accordingly.

VII. 1. A citizen of India or a person of Indian Origin having total income in India exceeding 15 lakhs, during the financial year, if she / he is not taxable in any other country or territory due to her / his

- (I) domicile or
- (ii) residence or
- (iii) any other similar reason

2. Indian citizen being a crew member is employed on a foreign bound ship going abroad is outside of Indian waters the period of stay in India will be determined as prescribed by the Finance Ministry.

* * *

I As in our earlier articles – Taxation & You informed you that an individual may be in India-

- 1 Resident
- 2 Resident but Not Ordinary Resident
- 3 Non Resident

II FY. 2020 – 2021 – COVID 19 times
Now what about the Residential status for FY. 2020 – 2021

III. The Budget 2021 is silent and so are the circulars

IV. Since aeroplanes were not flying many individuals were stuck in India due to no fault of theirs as they could not fly aboard as various countries had lock downs.

V. Their fear is of losing their Non Residential status for FY. 2020 – 2021 -then their global income will be taxed as Resident.

VI. An A Non Resident individual has filed in the Supreme Court a writ petition in this regard. The Supreme Court has directed that individual who was Non Resident in India for several years was told to approach the CBDT (Central Board of Direct Taxes). The CBDT has been directed by the Supreme Court to reply in 3 weeks. We at Taxation & You await the Supreme Court's reply to seek steps for relaxation in residency norms and update you.

* * *

I The Union Budget was presented by the Finance Minister on 01/02/2021

II Taxation & You gives a gist of Taxation in pandemic times

III The budget wants to leave Atma Nirbhar Bharat – Self Sufficient Bharat / India

IV The Budget focuses on

- 1) Development
 - i) Reforms
 - ii) Growth
- 2) Creating Wealth
- 3) Respecting honest tax payers
- 4) Privatizing Public Sector Units
- 5) More money allocated for
 - (i) health
 - (ii) defense
 - (iii) employment
- 6) Transparency
- 7) Food subsidy

V The Budget presented on 1st February 2021 lays focus on-

- 1) Health
- 2) Growth

- 3) Big focus on wealth
- 4) Big stimulus to –
- | | |
|--|--|
| (I) Banking | (xiv) Favorable treatment to those |
| (ii) Insurance | Non Resident having hardship |
| (iii) Disinvestment | (xv) Employees Provident Fund |
| (iv) Financial capital | Interest of Rs2.5lakhs or more |
| (v) Infrastructure | will be taxed |
| (vi) No change in tax rates Some expected increase in income slabs for taxation were disappointed | (xvi) Unit Linked Insurance Pans (ULIPs) purchased on or after 01/02/2021 with premium exceeding Rs.2.50 lakhs to be taxed just like mutual fund |
| (vii) Vivad se Vishwas filing date extended till 28/02/2021 | However Not applicable on death |
| (viii) Relief to senior citizens who are 75 years and above – They need not file Income Tax Returns (ITR) if their income consists of only on- | (xvii) The time limit to file a belated / revised return and completion of Assessment of Income Tax |
| a) Pension | Assessment has been reduced by 3 months |
| b) Interest. | |
- It is the duty of the paying bank to cut TDS (Tax Deducted at source)
- (ix) Reopening of cases reduced to 3 years from 6 years earlier
- (x) Creating Faceless distribution committee for Dispute Resolution
- (xi) Faceless Income Tax Tribunals will be created virtually instead of personal hearing
- (xii) After declaration or payment of dividend Advance tax will be cut on such dividend
- (xiii) Additional interest deduction on housing loans Rs.1.5 lakhs on
- VI The Finance Minister has established simplification of
- (i) Taxation
- (ii) Reduction of compliance
- (iii) Digitization
- (iv) Minimum government
- (v) Maximum governance
- (vi) More money to be spent on Infrastructure to generate capital assets / infrastructure
- (vii) and thereby create jobs which will create demand and therefore supply thereby a more robust economy
- Need for private and public participation to stimulate economy.

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membership@maritimeunionofindia.com

Lookout – the boring basics

Understanding and applying proper lookout requirements - not just the Rules from the International Regulations for preventing Collisions at Sea, but also from the SOLAS and STCW Conventions are essential in preventing any collisions or stranding.

- Capt. Yashwant Chhabra

Sr. QHSE Superintendent
Anglo-Eastern Ship Management Ltd.

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Peering out of the bridge windows in pitch darkness, deep in the open sea, sometimes looking at nothing except the ghost of darkness all around, is indeed a boring task.

A decade back, an analysis of accident reports published by the UK MAIB, (Marine Accident Investigation branch), concluded that:

- 65% of vessels involved in collisions were not keeping a proper lookout;
- 33% of all accidents that occurred at night involved a sole watchkeeper on the bridge;
- On 19% of the vessels involved in the collisions, the bridge watchkeeping officers were completely unaware of the other vessel until or, in some cases, after the collision.

The problem persists; in July 2020, the Australian Maritime Safety Authority (AMSA), issued marine notice no 06/2020 on '**reducing the risk of collisions at sea**', highlighting importance of '**maintaining a proper lookout**'. In the same month, Hong Kong SAR issued a marine notice following an incident where eight fishermen were reported missing. Here too, it is again failure of lookout according to the requirements of both COLREGS and the STCW Code.

Maintaining proper lookout is the first principle of navigation. Unfortunately, failure of this essential continues contribute to navigational accidents, the list of incidents attributed to lookout failure seems never-ending. While Flag administrations and other expert bodies continue to highlight the paramount importance of proper lookout for safe navigation.

The four Ls

Of the four 'L's linked to safe navigation, Lookout is always the first, the others being Latitude, Lead and Log, denoting position, depth soundings and speed respectively. Positions are now available on the go; lead lines have been replaced by echo sounders and speed logs are now electronic. But the basic principles of safe maritime navigation – and proper lookout – remain unchanged.

Rule 5 is quite clear that look-out, for the purpose of preventing collisions, means maintaining:

- Proper look-out by sight and hearing as well as by all available means;
- At all times;
- To make a full appraisal of the situation and of the risk of collision.

The moment continuity of sight and hearing is broken, a proper look-out as per Rule 5 of COLREGS is no longer there. STCW Code A-VIII/2 has similar requirements covering lookout; mostly in paragraphs 14, 15, 16, 17, 18.1, 20, 24.1, 24.2, 35, 42, 45.2, 46 and 51.3. Among other things, during the hours of darkness an OOW cannot be the sole person on lookout or a person doing hand steering shall also not be considered a lookout.

Critical failure points

Given that maintaining a proper lookout is so fundamental to the safety of navigation, why is it so often a failure point? A few issues to consider:

1: A youngster transfers from shore life to sea and works the way to an officer in charge of the navigational watch, (OOW). Adopting to the strict lookout regime is not easy, gone is the world of mobile phones, internet and scores of communication channels. At this point, isolated on the bridge, it takes time and experience for the extreme responsibility of navigation to sink. The young mind may not fully appreciate the critical importance of the prime function of continuous and uninterrupted lookout. The change of mindset needed to adopt to this new environment is a challenge.

Having said this, mobile phones on the bridge are a matter of serious consequences with several accidents attributed to them. From collisions to groundings, the 2020 bulk carrier grounding in the Indian Ocean is attributed to the crew searching for mobile signals. The accident highlights substandard situational awareness and failure of proper lookout.

2: Over reliance on, or blind acceptance of information generated by the array of electronic navigational equipment tends to create false confidence. These are navigational *aids* and should not be relied on blindly. It is important to have a full appreciation of their capabilities and limitations, so required by para 36 of STCW Code A-VIII/2.

For example, there is an over emphasis on use speed through water in an ARPA for collision avoidance. When navigating in coastal waters, especially between anchored vessels or fixed navigational aids, this may be counterproductive as the predicted data

can be misleading. Speed over ground is a better choice at such times, refer MGN 379 issued by MCA of UK.

3: Over the years, more and more administrative activities have shifted onto the shoulders of deck or navigating officers, they in turn naturally try to complete them mostly during routine watchkeeping. The pressure of making multiple reports and several clerical tasks, some not even related to watchkeeping, causes distraction from prime navigational functions, including maintaining continuity of proper lookout.

4: Improper knowledge. Not understanding the requirements, may lead to their improper application (See box)

Regulatory requirements

Unsatisfactory application of the requirements may not be due just to lack of knowledge. It is not the mere presence of the rules and regulations that matters, but the way in which they are interpreted, understood, and properly applied in practice.

Correct understanding of the rules is not optional. This principle should be applied in the understanding and application of any mandatory rules, regulations, applicable codes, guidelines, and standards recommended for the tasks concerned. In fact, the ISM Code states that **'The safety management system (SMS) should ensure compliance'** with all these (ISM Code 1.2.3).

Regulation VIII/2 of the STCW Convention clearly states that **'Administrations shall require the master of every ship to ensure that watchkeeping arrangements are adequate for maintaining a safe watch or watches.'** This is further amplified in paragraphs 10 and 13 of STCW Code-A section VIII/2.

Further clarification of the Master's position in this respect is given in SOLAS-V, regulation 34-1: **'The owner, the charterer, the company operating the ship as defined in regulation IX/1, or any other person shall not prevent or restrict the master of the ship from taking or executing any decision which, in the master's professional judgement, is necessary for safety of life at sea and protection of the marine environment'**. This important requirement should be viewed in conjunction with the ISM Code's statements that **'Governments to take the necessary steps to safeguard the shipmaster in the proper discharge of his responsibilities with regard to maritime safety and the protection of the marine environment'**, (point 2 of the ISM Code preamble). And **'The Company should ensure that the master is - given the necessary support so that the master's duties can be safely performed'**, (ISM Code 6.1).

Clearly, the Master has the full authority and freedom to ensure safe navigation as a routine. Should there be any disturbance, the Master can always invoke the **'overriding authority'** stated in section 5.2 of the ISM Code. However, Masters are sometimes neither allowed unrestricted freedom nor given the necessary support, making them vulnerable to cut corners. Where this is the case, Masters are not able to **'verify[...] that specified requirements are observed'**, ISM Code section 5.1.4. Despite this, they remain responsible and under pressure from the many players for perfect error free performance.

The Designated Person Ashore (DPA) is required to monitor the safety aspects of operations on board and ensure that adequate resources and shore-based support are applied, (ISM Code section 4). The chain of responsibility does not stop on board, although historically ship's teams form the last line of defence against disaster - something which has not changed, not yet – the buck stops at the master.

5: The dilution of lookout over time is an example of what is sometimes referred to as 'normalization of deviance'.

When nothing has gone wrong for a long time, it makes one complacent and comfortable with applying the regulations in a rather casual manner. This perhaps explains, why despite training, experience, and certificates of competency gained through due process, maritime accidents continue to take place. All too often, it is because those on board tend to become complacent, and it includes the simple but critical act of maintaining a proper lookout.

Possible solutions

Many companies put their officers through intensive refresher training and assessments on navigational efficacy and a variety of management and/or leadership courses.

Navigational audits and Voyage Data Recorder (VDR) reviews have become the norm and some ships now also have cameras with microphones to verify navigational activities, including by those ashore. However, these should not be used to control and direct a Master. This would be quite counter to SOLAS or STCW requirements. Rather, they should be used to review and improve working practices on board.

Improved knowledge and application of risk assessment may be the need of the hour in order to **'establish appropriate safeguards'**, (1.2.2.2 of the ISM Code). In effect, during navigational watchkeeping the focus should remain on the prime task of navigational watchkeeping and absolutely nothing else. Navigators should be trained to be mindful of and not overwhelmed by the plethora of electronic information from the many sources.

Understanding of requirements – a worked example

To explain how the construction of a requirement can be interpreted and analysed, let's take a closer look at paragraph 32 of STCW Code A-VIII/2. The key words of the rule are highlighted, then their interpretation and application are explained. Although long-winded, this analysis helps understand how any requirement should ideally be interpreted for good understanding and real time application. The paragraph consists of two sentences:

*'It is of special importance that at **all times** the officer in charge of the navigational watch **ensures that a proper lookout is maintained**. In a ship with a separate chartroom, the officer in charge of the navigational watch **may visit the chartroom, when essential, for a short period for the necessary performance of navigational duties, but shall first ensure that it is safe to do so and that proper lookout is maintained**'.*

(Note: separate chartroom implies any place out of the bridge from where lookout is hindered)

The first sentence relates to the duty of the OOW. The second states where deviations are permissible, these can be broken down as:

The OOW may visit the chartroom IF

- It is essential, **AND**
- It is only for a short period **AND**
- Is for the necessary performance of navigational duties.

The conditions under which this deviation is permitted are then specified as:

- Shall first ensure that it is safe to do so, **AND**
- That proper lookout is maintained

Assuming that all the conditions of the first section have been met, then the OOW must first ensure that all the conditions of the second have *also* been met before entering the chart room.

Negligence

Considering the above, it follows that the OOW is negligent if the visits to the chart room takes place when:-

- It is **NOT** essential **AND/OR**;
- For a long period of time **AND/OR**;
- It is **NOT** for necessary performance of navigational duties.

If that visit to the chartroom met all the conditions of being essential, short duration and for the necessary performance of navigational duties, the OOW would still be negligent if either one or both below are breached:-

- Did **NOT** ensure that it is safe to do so **AND/OR**

- Did **NOT** ensure that **proper lookout** was maintained.

Without breaking the rules down in this way, it may be that few people will perceive just how strict they are. This is especially the case for navigators on board, who may satisfy themselves that it is safe to break the continuity of their own lookout without ensuring that a proper lookout is maintained while they do so.

This conduct is negligence and is a breach of duty as laid down by the STCW Code, even though there may be no adverse impact most of the time. It is this lack of adverse impact that can lead to complacency setting in.

A full appraisal

When Rule 5, after stating the minimum requirements of '**sight and hearing**' adds '**appropriate**', the latter can be applied in many ways. While the 'crow's nest' has faded into history, at times it may be best to maintain lookout from the external bridge wings or forward as needed. The final objective being '**to make a full appraisal of the situation and of the risk of collision**'.

All involved should be guided by the basic principle set out in the ISM Code preamble: '**The cornerstone of good safety management is commitment from the top. In matters of safety and pollution prevention it is the commitment, competence, attitudes and motivation of individuals at all levels that determines the end result**'.

A proactive or prescient approach to navigation should be the goal for all.

Some of the references to notices referred to some of the incidents of interest,

<http://www.amsa.gov.au/about/regulations-and-standards/062020-reducing-risk-collisions-sea>.

<https://www.mardep.gov.hk/en/msnote/pdf/msin2020.pdf>.

http://www.bea-mer.developpement-durable.gouv.fr/IMG/pdf/RET_CONDOR_VITESSE_-_LES_MARQUISES_04-2011_Site.pdf.

http://www.bea-mer.developpement-durable.gouv.fr/IMG/pdf/beamer-fr_csl_virginia_-_ulyse_fr-en_2018.pdf

<https://www.marineinsight.com/shipping-news/mol-reports-possible-causes-of-wakashio-grounding-incident-measure-to-prevent-reoccurrence/>

Capt. Yashwant Chhabra started his sea career from TS Rajendra in 1976, became a master in May 1990 and stepped ashore as a pilot in Mumbai in February 1993. He has done a wide variety of roles ashore, mostly in maritime training / education and Safety /

Quality work. He also did over 2 years in manning including heading the department of V.Ships-MSI joint venture in Singapore.

He has alternated between shore and sea going jobs, for professional upkeep as he says. He last sailed as master 2016 to 2018 on Very Large Gas Carriers and Petroleum / Chemical tankers. In November and December 2020, he filled in as an OOW on a VLGC due to a COVID related emergency.

He has been elected as a Fellow of the Company of Master Mariners of India and also of the Nautical Institute.

Capt. Chhabra is also the author of two wonderful books, 'A Mariners Guide to Preventing Collisions' in 2011 and 'A Mariners Guide to Navigational Watches' in 2018. The former is the recommended book by DG Shipping and IMU. Both now available as Kindle e.books on Amazon.

**STATEMENT ABOUT OWNERSHIP & OTHER PARTICULARS ABOUT
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Udyog Bhavan, 4th Floor
29, Walchand Hirachand Marg
Ballard Estate, Mumbai 400 001. |

I, Mr. Amar Singh Thakur, hereby declare that the particulars given above are true to the best of my knowledge and belief.

Dated : February 26, 2021

Sd/-
Amar Singh Thakur
Publisher

Dr. Sachin Bhavsar

Medical Practitioner

Consultant Obstetrician, Gynaecologist, Hospital and Health Management

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GLUTEN INTOLERANCE SYMPTOMS, TYPES & SIMPLE WAYS TO MANAGE IT

Gluten is a hard-to-digest plant protein, commonly found in our everyday food grains like wheat, rye and barley. It is elastic in nature and helps the grain hold its specific shape. It is used in Indian staples like paranthas and rotis, normal white and brown bread, cakes, cookies and biscuits, pizza, burger, pasta, sauces like soya sauce and tomato ketchup, ice-cream and beer.

WHAT IS GLUTEN INTOLERANCE?

Gluten - intolerance is when the body is unable to absorb the gluten from food or other sources resulting in an allergic response. If you get skin rashes or loose stools or severe stomach aches after eating gluten-rich foods or using a gluten-enriched beauty product, then you may be intolerant towards the protein.

WHAT ARE THE COMMON TYPES?

There are the 2 major types of Gluten Intolerance:

CELIAC DISEASE

- ◆ It is a chronic auto-immune disease in which our body's immunity attacks the gluten consumed.
- ◆ This disorder results in damage of the walls of small intestine and other organs to a lesser degree.
- ◆ The symptoms including skin rash, abdominal cramps, diarrhea, joint pain.
- ◆ However, it may be without any symptoms which causes it to go undetected in many patients.
- ◆ Continual consumption of gluten rich foods by patients of celiac disorder may lead to serious medical conditions such as malnutrition, weakening of the vital organs, osteoporosis and intestinal cancer.
- ◆ There is no specific treatment this condition.
- ◆ Patients have to adopt a Gluten-free diet for healthy living.

NON - CELIAC GLUTEN SENSITIVITY

- ◆ It is a slightly less risky but more prevalent

condition than the previous one.

- ◆ If eating gluten produces allergies, headaches and fatigue among others, and you have tested negative for celiac disease, your condition may be non-celiac gluten sensitivity or gluten allergy.
- ◆ A gluten-free diet helps people suffering from this condition.

WHAT ARE THE WAYS TO MANAGE GLUTEN INTOLERANCE?

- ◆ These days, foods like breads, cookies, pastas to lifestyle stuff like shampoos and lotions are all available in their gluten-free avatar.
- ◆ Grains like wheat and barley contain essential nutrients like iron, Vitamin B, folic acid and dietary fiber.
 - ▷ To compensate for the absence of these in your diet, take supplements as prescribed by the doctor.
- ◆ Popular foods such as fruits, vegetables, dairy products, rice, millet, maize/corn and cornmeal, quinoa, nuts, eggs, fish, meats are all gluten-free.
- ◆ Ensure that you eat fresh ingredients rather than the processed ones and once in a while try the 'gluten-free' eats.
- ◆ While picking up life-style products, choose the ones that are free of this protein, preferably herbal.
- ◆ Eat a lot of citrus fruits like orange, lemon and lime to help the body assimilate nutrients and also for their anti-oxidant content.
- ◆ Potatoes and rice should see out your need of carbohydrates.
- ◆ Nuts and green leafy vegetables would supply you with enough minerals.

So, if you have symptoms of gluten intolerance, you do not need to fret over it nor lose hope, coz, by making small lifestyle changes, you can lead a healthy and fulfilling life. Just make sure you know what you can eat what you need to stay away from. Try and stick to natural, fresh and home made ingredients.

VEGETABLES THAT ARE EXCELLENT FOR DIABETICS

The moment you are diagnosed with diabetes, the first question that pops up is what can I eat and what should I avoid. Given the strict dietary guidelines a person with diabetes has to follow, it is quite natural for anyone to do a bit of research about diabetic-friendly foods. And this applies to not just fruits and snacks but vegetables as well. But this is not the end of it because the real struggles start here. They even face a dilemma about which vegetables need to be placed on their plate and which ones they need to stay away from. This is when glycemic index comes into the picture. Glycemic Index (GI) is one factor that helps a diabetic to make the right food choices. It rates foods on how quickly the carbohydrates present in that food affect the blood sugar levels and is categorized as high, medium or low GI level. While low GI foods help maintain blood sugar levels, high GI vegetables can raise blood sugar levels exponentially. Hence, it goes without saying that people suffering from diabetes should opt for low GI vegetables.

Here Are A Few Common Vegetables That Are Excellent For Diabetics And Also Help Maintain Balanced & Stable Blood Sugar Levels :

◆ BROCCOLI

- ◆ It is considered to be super effective in controlling diabetes.
- ◆ It contains a compound called sulforaphane which triggers anti-inflammatory processes that control blood sugar level and prevent cardiovascular damage, which is a known health complication in diabetes.
- ◆ You can add broccoli to your salads or soups along with other vegetables to make it a wholesome meal.
- ◆ Boiled broccoli can also be added to curries.
- ◆ You can even add grated broccoli to parathas, which makes it an amazing breakfast option.
- ◆ But the key is to add broccoli to your everyday diet to make the most of it.

CARROTS

- ◆ Carrots are always a preferable choice for any meal plan.

- ◆ It forms an integral part of salad and a healthy snack for health conscious people.
- ◆ There have always been numerous reasons to consider these to be a key part of one's diet because of its health benefits right from improving vision problems to boosting the immune system.
- ◆ 1 cup serving of carrots has nearly 5 grams of carbohydrates.
- ◆ Moreover, the glycemic index of carrots is also low, which makes it a healthy food option for diabetics.
- ◆ Carrots are best eaten in the raw form as salads, however you can even add them to curries, parathas and oats to make it a part of a wholesome meal.

SPINACH

- ◆ Spinach is one of the most in-demand leafy vegetables.
- ◆ Regular consumption of this leafy vegetable helps keep away a plethora of diseases and help you stay fit and healthy.
- ◆ It is also excellent for regulating blood sugar levels.
- ◆ Spinach is rich in vitamin K, Magnesium, Folate, Phosphorous, Potassium and Zinc.
- ◆ It also contains various flavonoids and plant chemicals, which are good for overall health.
- ◆ All such essential nutrients make it one of the most sought after vegetables for diabetes.

GARLIC

- ◆ Garlic seems to be a versatile vegetable which acts as a flavoring agent as well as a medicine.
- ◆ From playing a key role in controlling high cholesterol level to aiding in the treatment of heart disease and cancer; garlic is a popular home remedy.
- ◆ It may not be an exaggeration if one gets to know that garlic can be effective for diabetes.
- ◆ Raw as well cooked garlic can help in regulating blood glucose levels.
- ◆ Having at least two cloves of garlic everyday is considered to be the averagely recommended dose to reap its medicinal benefits for diabetics.

COLLARD GREENS

- ◆ Collard greens (or saag) are excellent sources of Vitamin C.
- ◆ These leafy vegetables help to lower cortisol in the body and reduce inflammation.
- ◆ It also contains a micronutrient called alpha lipoic acid that helps the body in dealing with stress.
- ◆ It also reduces the excess blood sugar level and strengthens the damaged nerves caused due to diabetic neuropathy.
- ◆ Hence, ensure to include collard greens in your diet to keep your blood sugar in control and prevent diabetic complications.

RED ONIONS

- ◆ Red onions are rich in antioxidants apart from giving an attractive color and flavour to curries and salads.
- ◆ They are also a good source of fiber, potassium and folate which can help in regulating the blood sugar level in addition to aiding in the treatment of various heart ailments.
- ◆ Add generous amounts of red onions while preparing food as it can help you to regulate your

blood glucose level.

BRINJAL (EGG PLANT)

- ◆ Brinjals are high in fiber content and low in soluble carbohydrates which makes it a healthy vegetable for diabetics.
 - ◆ The presence of alpha-glucosidase inhibitory action of the compounds in eggplant help in controlling blood glucose level and also lower the risk of health complications caused by high glucose levels.
 - ◆ It also contains antioxidants which not only act on the free radicals but also improve the overall health.
 - ◆ It contains several compounds which help in reducing high blood pressure and also aid in the management of type 2 diabetes.
 - ◆ Add brinjals in your diet on a regular basis.
 - ◆ You can enjoy baigan ka bharta or simply cook brinjals along with other vegetables to reap its benefits.
- So, Go Ahead And Add These Vegetables To Your Diet And Manage Your Blood Sugar Levels More Effectively.

APPROPRIATE WAY OF TAKING YOUR MEDICINES

The food we eat plays an important role in the way the drugs we take affect our body. A food-drug interaction can prevent a drug from working the way it should or can cause side effects. Which is why a lot of time our doctors give us specific instructions to have our medicines empty stomach or full stomach. Or they ask us to avoid certain foods while we are on medication.

HOW DOES FOOD REALLY AFFECT THE DRUGS WE TAKE ?

TAKE A MEDICINE EMPTY OR FULL STOMACH

- ◆ Some medicines are affected by whether or not you are empty or full stomach.
- ◆ It can alter their absorption.
- ◆ For eg: thyroid medication is always to be taken empty stomach to ensure complete absorption.
- ◆ On the other hand, some drugs can cause your stomach to get upset if taken empty stomach.

- ◆ Always ask your doctor if you can take a medicine empty stomach or not.

WHAT DOES A "EMPTY STOMACH" MEAN EXACTLY ?

- ◆ Empty stomach means when your stomach is not in the process of digesting food.
- ◆ When asked to take a pill empty stomach, you should take your pill 2 hours before or 2 hours after eating.
- ◆ For example: if you eat your lunch at 1:00 PM take the pill at 11:00 AM and eat at 1:00 PM; or have your lunch at 1:00 PM and take the pill at 3:00 PM.
- ◆ In both the cases, your stomach will be empty enough to absorb the drug.

PAINKILLERS ON AN EMPTY STOMACH : IS IT HARMFUL ?

- ◆ Painkillers are divided into various categories and all of them have a different mechanism of action.

◆ Analgesics like paracetamol can be taken empty stomach to get a faster reaction, however, non-steroidal anti-inflammatory drugs like ibuprofen should always be taken after eating something since they can cause your stomach to be upset.

SOME FOOD AND DRUG INTERACTIONS TO BE AVOIDED

While the absorption of drugs is affected by whether or not we have eaten anything, it is also affected by what we eat.

For eg taking milk with antibiotics makes it difficult for our body to absorb the antibiotic. Similarly taking food rich in vitamin K like green leafy vegetables with blood thinners, makes the drugs ineffective since blood thinners work by suppressing the activity of vitamin K.

ALCOHOL AND MEDICATION

Yes, alcohol affects the way your medication works. Any alcohol taken while, before or after swallowing the pill, will affect the medication.

It can alter its activity and also cause side effects.

Always tell your doctor about your alcohol consumption.

The Complex Interaction Between Food And Drugs Makes It Difficult To Determine The Actual Effect They Have On Your Body, So, Always Ask Your Doctor For The Right Method To Take Your Medicine, It's Proper Dosage, And How often It Has To Be Taken And For What Duration... Also Ask For Any Dietary Modification To Be Made If Needed.

DG Shipping “Seafarers Grievance Redressal Mechanism”

1. Possible means of receipt of “Seafarers Grievances” may be by following means:
 - a. DGS Online grievance portal
 - b. Email
 - c. Twitter
 - d. Hard copy (letter)
 - e. Social media (as Whatsapp etc.)
2. On receipt of grievance by other means than the “**Online grievance portal**” such as other means as Emails, Tweet, Hard copy (letter) and Social media etc., the concerned seafarer who has raised grievance by other means may be advised by email or call by DG Shipping Official / Shipping Master to raise the grievance through the “DGS Online grievance portal” for quick and easy disposal of case online.
3. Step by step process guide for raising online grievance:
 - a) Login to E-Governance system by using User Id and Password provided by DG Shipping for other modules (www.dgshipping.gov.in E-Governance)
 - b) Go to the link --> “Grievance Redressal Mechanism”
 - c) Enter relevant details (*marks details are compulsory)
 - d) Select Company Name
 - e) Select the option “type” of grievance
 - f) Fill up all relevant details and 'Submit'
 - g) Upon submission of data, system would display “Reference No.” and same application would be sent to the concerned “Shipping Master”
 - h) The concerned “Shipping Master” would examine the matter within two (02) working days and provide necessary solutions
 - i) Grievances would be processed and seafarer would be queried back within two (02) working days with details or closure details would be communicated online
 - j) Seafarer can “view” the status of grievance by clicking “view” status
 - k) If queried back requesting further details, the same may be provided by the seafarer
 - l) If grievances are un-answered, you may contact the respective jurisdictional Shipping Masters by following email id after two (02) working days:
 - sm-mum-ship@gov.in for Mumbai,
 - sm-kol-ship@gov.in for Kolkata,
 - sm-chn-ship@gov.in for Chennai

For annexures refer to : www.dgshipping.gov.in



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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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of technology driven maritime solutions in a
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