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Editor : Mr. Amar Singh Thakur

Head Office : Udyog Bhavan, 4th Floor, 29, Walchand Hirachand Marg, Ballard Estate, Mumbai 400 001. India
Telephone: (91-22) 2261 3052, 2261 5507 Fax: (91-22) 2262 0606
mail@maritimeunionofindia.com; www.maritimeunionofindia.com
For MEMBERSHIP QUERIES kindly email : membership@maritimeunionofindia.com
Office Timings : Monday to Friday - 09:30 a.m. to 5:30 p.m.
Office : 204 National Insurance Building, 2nd Floor, Dr. Dadabhai Naoroji Road
Near CST Railway Station, Above Suvidha Restaurant, Mumbai 400 001. Tel.: (91-22) 22075607
Branch Office: Kolkata : Bhagat Chambers, 2nd Floor, 12A Netaji Subhas Road, Kolkata 700 001.
Tel.: 033-22304169 Fax: 91-033-22310900 E-mail: maroffcal@gmail.com; maroffcal@hotmail.com

It is suggested/advisable to contact MUI Mumbai directly for assistance and information

Chandigarh : Mr. Rahul Kumar

SCO-114, 2nd Floor, Sector 47C, Chandigarh 160047.

Tel.: (0172) 2633114, (0172) 5089492 M : 9815631301 Email : muichandigarh@gmail.com

Chennai : Mr. P.A. Khan

Krystal Scan Building, Ground Floor, Room No:01, 59/A, 4th Cross Street, M.K.B. Nagar

Land Mark : Ambedkar Government Arts College, Chennai – 600 039,

Tel : 044 – 26733064 Fax: 044 – 26733064 Mobile: 91 (0) 9003275182 E-mail : oceanitechn@yahoo co in

Kochi : Mr. Thomas Sebastian, Mr. C.S. Ganesh Prabhu

Cochin Port staff Association (CPSA), Willingdon Island, Kochi 682 009.

Tel.: (0484) 2666409, 2666871-2140 Fax: (0484) 2669468 E-mail: cpsacpt@yahoo.com

Patna : Mr. Ravi Prakash Mishra

The Merchant Navy Officers Association, 408, Verma Centre, Boring Road Crossing, Chouraha, Patna 800001.

M : 7992325621 Email : muipatna@gmail.com

Tuticorin: Mr. V. Sathyanarayanan

Tuticorin Port Mariners' & General Staff Union

Beach Road, Zone 'B' Extention Port, Opp. Customs Office, Tuticorin 628 001. Tamil Nadu.

Tel.: 0461-2326519/2339195 Fax: 0461 2311668 Email : sathya_viji74@yahoo.com

Visakhapatnam : Mr. S. Satyanarayana

Maritime Union of India, C/o. Post Box No.631, P&T Colony Post Office,

Visakhapatnam 530 013 Andhra Pradesh Mob : 081068 07206 Email : ssjula1950@gmail.com

Directorate General of Shipping (please note change of address) w.e.f. 16.09.2013

I-Think Techno Campus, BETA Building, 9th Floor, Kanjurmarg (East), Mumbai 400 042.

Tel.: (91-22) 25752040 / 41 / 42 / 43 / 45 Fax: (91-22) 25752029 / 35

Email : dgship@dgshipping.com Web: dgshipping.gov.in

The Maritime Floating Staff Welfare Trust (MFSWT)

Abhishek Premises, Gr Floor, Unit No. 1 & 2, Kuber Complex Lane, Next to Oberoi Chambers

Opp. SAB T.V. Lane, New Link Road, Andheri (West), Mumbai – 400 053

Tel No: (91-22) 26730306, 26730307 Tele Fax: (9-22) 26730309 E-mail : mail@mfswt.com Web : mfswt.com

The Merchant Navy Officers' Welfare Fund (MNOWF)

Udyog Bhavan, 4th Floor, 29 Walchand Hirachand Marg, Ballard Estate, Mumbai 400 001

Tel : (91-22) 2261 9321 Fax: (91-22) 2264 4670 Email: mail@mnowf.com Web : mnowf.com

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

Editorial

It has been one more hectic quarter for the Union. Ships have been detained by the Indonesian navy and other authorities since February of this year. MUI has by now visited ministries in New Delhi on many occasions to sort out the matter. I am personally glad to state that a vast majority of Indian seafarers from such ships have been released and the rest too will return home soon. This year, the monsoons have taken a toll of life and property in our city and country as never before. MUI has provided relief in the form of medicines and material relief to schools. Suspension of INDoS Certificates has been a major development. I would personally like to make a strong appeal that all officers should ensure that they attend all courses at the Maritime Training Institutes and only then accept the respective course certificate. The practice of not appearing for a course but being allotted a certificate is not only extremely unprofessional, but presents a dangerous and fatal practice being followed in our industry. MUI will not be party to permit this sort of practice in any manner whatsoever.

This year the industry had the privilege to witness celebrations of its 70th year Foundation Day of The Directorate General of Shipping. The morning and evening celebrations were very memorable indeed.

A very impressive new logo of the Directorate has been created, which was formally released.

MUI Womens Wing held a seminar, based on theme declared by IMO - Empowerment of Women. It was extremely well attended by women connected to merchant shipping and the feedback received is extremely heartening.

Unfortunately, abandonment of Seafarers continues. MUI would like to once again appeal to all seafarers to not get tempted to pay an amount to agents/companies to join ships. A large number of them are simply put junk ships, without their monthly wage being paid, and then slowly but surely provisions, fresh water, bunkers stop being supplied by the owner.

We have had the welcome news of Smt. H.K. Joshi being appointed as Chairman and Managing Director (A.C.), Director (Finance) from 12 September, 2019. MUI wishes her the best for the coming months and years.

We look forward to an improvement in our industry before the end of this calendar year.

MUI would like to assure all in the industry, that we will work together whenever the industry needs us, keeping in mind our primary aim of safeguarding welfare of our Officers. * * *

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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
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FOR ATTENTION OF MUI MEMBERS AND SEAFARER OFFICERS

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

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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 :

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<i>Account Title :</i> THE MARITIME UNION OF INDIA	<i>Bank Account Type:</i> Savings Account
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<i>17 Murzban Road, Near C.S.T., Mumbai 400001.</i>	<i>IFSC Code:</i> HDFC0000355
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**After carrying out the online transaction
kindly make sure you send us an email at
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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.

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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
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OFFICERS' MEMBERSHIP FORM is included on page no. 35
CERTIFICATE OF COMPETENCY (COC) PROTECTION FORM is included
on page nos. 33 and 34

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It can also be sent to MUI office, Mumbai, for our records.**

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Email: mail@mfswt.com; mail@mfswt.in Web : mfswt.com

You may also contact below for reimbursement of fees for higher professional courses of your children :

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Tel.: (91-22) 26730306, 26730307 Telefax: (91-22) 26730309

Email: mail@mfswt.in Web: mfswt.com

Goa; Gujarat : Valsad; **Maharashtra :** Lonavala, Mahabaleshwar, Matheran

The Merchant Navy Officers' Welfare Fund (MNOWF)

Udyog Bhavan, 4th Floor, 29 Walchand Hirachand Marg, Ballard Estate
Mumbai 400001.

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The Maritime Union of India takes initiative to secure release of Indian Seafarers detained overseas

Mr. Amar Singh Thakur - General Secretary has been visiting New Delhi on a very regular basis to secure release of Indian seafarers, who are stranded on ships detained by Indonesian naval and other authorities. These ships have been detained on purported charges of illegally anchoring in Indonesian waters. Mr. Thakur has been meeting, Shri Mansukh Mandaviya - Minister of State (Independent charge) for Ministry of Shipping and Minister of State for Chemicals & Fertilizers, and other relevant ministers to secure speedy release of such seafarers. MUI has coordinated with The Directorate General of Shipping and is also in direct co-ordination with office of the Indonesian Consul General in Mumbai in this direction. It has been an uphill task as these particular incidents involve government, naval and immigration authorities of Indonesia. The respective companies too have been playing an active role and have been signing off seafarers whose contracts are over and signing on seafarers to ensure safe condition of ships. Due to the consistent and determined efforts, a handful of seafarers from those originally detained have arrive back home. MUI will continue to pursue these cases till all are signed off and vessels released, and would like to assure all that it will continue to work wherever and whenever the need arises.

MUI kept up communication with Iran Merchant Mariner's Syndicate (IMMS), based in Tehran to board the detained vessel *Stena Impero*. The team, lead by Mr. Saman Rezaie - Vice President, alongwith colleagues from Port and Maritime Organization boarded the vessel. They carried

out a very analytical assessment of the conditions of the seafarers on board, who are the most affected in such a situation. A solidarity and support message from MUI and from ITF was conveyed to them. They were explained that even though this was a judicial case, and vessel needed to be released following order of the court their matter will be very closely followed up to secure their release as early as possible.

It was confirmed that provisions and fresh water were available on board. Sign off of some seafarers was also granted. Discussions were held to hand back cell phones and laptop computers of some of the seafarer, since they were taken into custody of Master.

The vessel has now been released on early morning of Friday, 27 September.

Mr. Thakur also took initiative to look into two cases of Indonesian tug masters, who have been detained in India on purported charges of using the Thuraya Satellite system, which is banned for use in demarcated Indian waters, and oil smuggling respectively. MUI, alongwith Consulate General of the Republic of Indonesia took up these cases with the Ministry in New Delhi. One of the Masters, who had a case of using Thuraya Satellite service has now returned to Indonesia. The remaining Master has a hearing scheduled in October.

Mr. Amar Singh Thakur, alongwith Capt. Navin Passey visited New Delhi to secure release of five Indian seafarers who were detained alongwith their vessel since 2018. All the seafarers have now been released

The Maritime Union of India provides relief material in flood affected districts of Maharashtra

The Maritime Union of India, representing Indian Merchant Navy officers throughout India is very well aware of the terrible tragedy that has overtaken Sangli and Kolhapur districts during 1st and 2nd week of August 2019. We realised that in



certain locations, whole villages have been swept away and crops over a large area destroyed. 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 of the population being prone to many diseases which can affect entire. Many schools and education



centres in these areas were under water, causing tremendous loss of school material in both districts.



The Maritime Union of India understood gravity of the situation, and as Union Social responsibility,

we decided to contribute generously in form of medicines and material for schools amongst both flood affected areas.

MUI office team has done research on highly affected areas and notified four villages who are mostly affected and contributed generic medicines worth INR 2 lakhs to primary health centers of : 1) HARIPUR and KASBE DIGRAJ villages of Sangli and 2) NARSIMHAWADI AND SAINIK TAKALI villages of Kolhapur.

MUI office team also identified schools in those areas who are very much affected and understood from school authorities that the stationary and sports departments are highly affected. MUI has contributed stationary and sports material worth INR 1 lakh to S.S. MALU high school – Haripur village, B.R. KAWATE high school – Ankali village and Patwardhan high school and Bapat high school in Sangli.

Lakshadweep Development Corporation Limited (LDCL) SEAFARERS ISSUE – ALLOWANCES PAID TO MUI MEMBERS ON VESSEL AT DRY DOCK

This is regarding the issue of seafarers who are on near coastal vessels between Kochi to Lakshadweep under LDCL ship management, manned one of the companies. Vessel was in Cochin shipyard for dry docking and onboard seafarers complained to us around 1st week of August 2019 that they were not paid as per INSA-MUI agreement.



We called officials from manning company Rigel in our office in August first week and our representative along with manning company representative went to Kochi personally and had meeting with the aggrieved seafarers and manning company officials in their office on 22nd

August 2019. After lengthy discussions the matter was settled and all the seafarers are paid as per INSA-MUI agreement and their arrears were also settled by company.

INDoS of certain seafarers suspended by Directorate General of Shipping

We were informed by our members that Directorate General of Shipping made the INDoS certificates inactive. This was based on the grounds that STCW certificates were acquired from certain Maritime Training Institutes without attending the actual courses.

MUI contacted office of Directorate and were given to understand that officers would have to give a written explanation and are required to redo the specific courses for which their INDoS stands cancelled. Accordingly, we have instructed the officers accordingly and they have

sent their written explanation and have appeared for the courses.

We had a meeting with the Directorate and explained them the officers situation and suggested to lift the inactive status of the certificates. The INDoS certificates are now being made active.

However MUI is following this matter seriously even as the inactive status is lifted, as otherwise, officers are unable to join the vessel if their e-migration clearance is not given by the Directorate.

The Maritime Union of India holds Women Empowerment Seminar



Women's wing of Maritime Union of India recently organized an enlightening seminar "Empowering Women in the Maritime Community" at Mumbai.

The seminar was graced by Chief Guest, Mr. Amitabh Kumar, IRS, Director General of Shipping, and Guests of Honour, Mrs. H. K. Joshi, Chairperson and Managing Director, The Shipping Corporation of India and Ms. Ann Ollestad, Consul General of the Royal Norwegian Consulate, Mumbai.

Ms Lata Khatri, wife of Capt Harish Khatri, Nautical Advisor, Maharashtra Maritime Board, and Core team Member of MUI-WW, welcomed the dignitaries and guests.

The auspicious 'Lighting of the lamp' was accompanied by the melodious rendition by Eishita



Chaturvedi, wife of Capt. Raghav Chaturvedi.

Ms. Saleha Shaikh, Head Co-ordinator, MUI-Women's Wing introduced the audience to the vision of MUI-WW and shared the details of the

welfare work and activities carried out at the Women's wing by the MUI-WW Core team members, Mrs. Lata Khatri, Ms. Pouruchisti Ukaji, and Ms. Ilham Bharmal.

A video presentation highlighted the achievements of the Women's wing supported by the able leadership of General Secretary Mr Amar Singh Thakur, under the aegis of the Maritime Union of India.

The Chief Guest, Mr. Amitabh Kumar, who has been very proactive in supporting the cause of Women seafarers, talked about the measures the Directorate General of Shipping is taking to



increase employment of Women in Maritime. He advised the women delegates not to treat every discrimination as a gender bias. Mr. Amitabh Kumar spoke about three recent researches on participation of women in total Indian work force. One of the UN bodies' research said that participation of women in work force has reduced to 26% in 2016 from 40% in 1980. This one is mainly in reduction of skilled women. Educated skilled women are choosing to move out from working. Reason could be increase in middle class income and no need to support family financially. Harvard research says that Rate of unemployment is twice among skilled women than that among men. Corporate study conducted says that companies with diverse Women work force tend to be more productive, profitable and better places to work.

Women excel in education but their contribution to work force is lagging for the economic growth of the industries. Fifty percent of the active population not participating in the economy compromises country's productivity.

Goal for Maritime industry is to attract more women, and to have a policy for positive discrimination by having positive strategies. Incentives, annual scholarships, etc. have been introduced. Many of the stakeholders are introducing fellowships in organizations to help women employees to get training. Providing facilities so that they can be retained. More and more on board training should be given to women so that they would be skilled enough to be absorbed anywhere. There should be policy for

longer maternity breaks so they can come back and join without mental worries. They should be motivated for leadership role.

He concluded saying that India should be the first country in the world with female onboard ship, where not a single grievance has come from Indian woman seafarer from anywhere in the world. It is for us to create a conducive atmosphere for women within industry. We should have more interaction to get more ideas and form policies.

The true women ambassador of maritime industry, Mrs. H.K. Joshi, Chair person and MD of the SCI, as Guest of Honour, acknowledged Mr. Amitabh Kumar's support for empowerment of women in the industry who is championing this cause. Mrs. H.K. Joshi, as first Lady Chairman and Managing Director of the Shipping Corporation of



India, was inspiring with her candour. She said that women may be capable but they also need recognition. She further said that the leadership in the maritime fraternity and DGS will continue

beyond IMO theme of 2019 for women empowerment cause. She spoke about how SCI has been the crusader of women empowerment and employed first lady officer Capt. Radhika Menon three decades ago. Inducted women cadets in 2003 and had 2 regular promoted third officers in 2006. SCI has more than 100 women employees out of which 70 are seafarers and 28 are third officers now. Global average of Seafarers is 2% while at SCI alone it is 5%. She spoke about her humble family background and her father a military man being her role model. How at early age she became independent financially, emotionally and socially as well. "Yes, if I could do it, you can do it too", she urged to young women in the audience.

If woman want to compete with men they have to walk shoulder to shoulder alongside men. She recalled the time of her transit from ONGC to Shipping Corporation of India where everyone told her not to leave ONGC as she wouldn't be able to cope with new industry. She took this challenge and today she is happy about her decision.

Mrs. Joshi in her concluding message reminded women in the gathering that they are all empowered; they only need to believe in themselves. That is what women need to overcome with confidence and conviction and not asking for concessions. "We all have a responsibility and a role to play. Every challenge is an opportunity" advised Ms. Joshi who believes in continuous learning.

Guest of Honour, Norwegian Consul General, Ms. Anna Ollestad appreciated the dedication with which the Indian Maritime Community was working to improve women participation in the sector. She explained why we need young generation and empowered women in the sector and also equally strong women leaders. She said, "70% of the exports is stemming from oceans. It includes 90% seafarers. 2000 seafarers are Indians. We need strategies to survive and thrive. Along with societal and environmental concerns, technological

development is needed to create more opportunities". She informed about bilateral agreement in the offing very soon between India and Norway. Foreign Minister from Norway would be in Mumbai to meet up with Ship owners' community on 10th October 2019 to collaborate and sign innovation contracts focusing on green economy, ecology and gender bias. Consul General of the Royal Norwegian Consulate also talked about how her Government and the Norwegian Shipowners have been taking measures in supporting diversity in the maritime industry.

A brilliant eye opening session by the very talented Dr Lata Dhir, Professor, SPJIMR on 'Decoding Self for Leadership' left the audience with some powerful insights.

A brief session post lunch by Sanmita Kamat, Chief Executive, Common Purpose India touched upon 'Diversity at workplaces'.

Lieutenant Commander Vidisha Pandey enthralled the ladies with her adventurous journey onboard INSV Mhadei from Cape Town to Goa covering approximately 5000 Nautical Miles in 33 days and also shared her experience of leading the Naval Marching Contingent twice on Rajpath during Republic Day Parade 2014 and 2015.

The Seminar was well attended by Women Seafarers as well as women from Shipping Companies, Maritime Training Institutes, Ports, Unions, Docks, Logistics companies, Marine medical centres, etc. Also present were Women Shipowners, Managers, Maritime Lawyers and Trainers.

Each of those present, from the dignitaries to the delegates at the seminar, were seen supporting each other in building up the theme to a crescendo.

In keeping with the World Maritime Day theme of 'Empowerment of Women in Maritime', it was indeed a very powerful message that was sent across to the Maritime industry.

World Maritime Day theme - 'Empowerment of Women in Maritime'

Merchant Shipping Notice No. 06 of 2019

Subject : Online grievance redressal mechanism for Indian seafarers - reg.

A grievance redressal mechanism for seafarers was initiated by this Directorate vide its Crew Branch Circular No. 3 of 2011 (F. No. CR/Misc/10/2011) dated 05.07.2011 and M.S. Notice No. 3 of 2013 dated 30.01.2013.

2. In order to overcome procedural delays and expedite resolution of seafarers, grievances, the grievance redressal mechanism is being launched online for registering grievance and obtaining response thereon.

3. Indian seafarers shall lodge their grievance in this system online. The operational details of the online grievance redressal system is as under:

3.1. Submission of grievances

For Seafarer :

1. Log in to the eGovernance System.
2. Click the link "Grievance Redressal Mechanism".
3. Fill the required data and submit, upon submission system generates a reference No.
4. Status of the application can be viewed by clicking the link, 'Grievance Redressal Mechanism'.
5. If any Query raised by the department, seafarer can reply using the link "Grievance Redressal Mechanism".
6. Click "View" in the link to view the Query raised along with replv submitted.

3.2. Action by the jurisdictional grievance

redressal official

1. Verify the data submitted by the seafarer.
2. May send query to applicant, if required
3. May send query to RPSL agency and Shipping company.
4. On receipt of response to the query, the grievance may be disposed off.

3.3. Action by the concerned RPSL company

1. Log in to the e-Governance System.
2. Go to the link Recruitment and Placement Services -> Grievance Redressal -> View List
3. Click "Reply" link to submit reply
4. Click "View" link to view the Query raised along with reply submitted.

3.4. Action by the concerned shipping company

1. Log in to the eGovernance System.
2. Go to the link SMO-Other Activities -> Grievance Redressal -> View List
3. Click "Reply" link to submit reply
4. This online system will be operational with immediate effect.
5. This issues with the approval of Director General of Shipping.

Yours faithfully,

Sd/-

(Subhash Barguzer)

Deputy Director General of Shipping

The Shipping Corporation of India

Smt. H.K. Joshi has been appointed
Chairman and Managing Director (A.C.)
Director (Finance)
from 12 September, 2019
The Maritime Union of India
wishes her the best

F.No.CR/SID-CDAC(1)/14(IV)

Dated: 21.08.2019

Crew Branch Circular No.08 of 2019

Subject: Requirement of upgradation of Indian National Database Seafarer's (INDoS) Profile before applying for various services on E-Governance Platform

The E-governance Platform of the Directorate General of Shipping caters to various services such as e-emigration, CDC application, Sign on-Sign off by seafarers, application for Seafarer's Identity Documents (BSID), etc.

2. While applying for any of the services through e-governance Platform, the data furnished by the applicant is matched with the basic data uploaded in the INDoS profile. If the data does not match with the data already uploaded in the INDoS profile, the application will be rejected automatically.

3. It is observed that seafarers are making reference to this Directorate for such rejections of their application due to mismatch of their personal

particulars such as name, place of birth, etc.

4. Therefore, the seafarers are advised to check their personal particulars in the related document held by them with the credentials of their INDoS profile and ensure that there is no mismatch, before applying for any services, particularly for BSID, in the e-governance.

5 This issues with the approval of the Director General of Shipping and Additional Secretary to the Govt. of India.

Sd/-

(Subhash Barguzer)

Deputy Director General of Shipping

F.No.CR/SID-CDAC(1)/14(IV)

Dated: 02.08.2019

Crew Branch Circular No.07 of 2019

Subject: Issuance of Seafarers Identity Document (SID) to Indian Seafarers -opening of data collection centers at 5 MMDS

The issuance of SIDs to Indian seafarers has been formally rolled out on 5.4.2019 vide Merchant Shipping Notice No.02 of 2019 (F. No.CR/SID-CDAC(1)/14(IV) dated 09.04.2019.

2. Collection of data and issuance of SID initially was being done at Government Shipping Offices, Mumbai, Kolkata & Chennai. Further vide Crew Branch Circular No. 4 of 2019 data collection of seafarers has been extended to 6 MMDs at Noida, Goa, New Mangalore, Kochi, Vizag & Kandla and these centers have been set up for said purpose to function w.e.f. 01.08.2019. It is noted from the bookings made by the seafarers so far at these new data collection centers that so many slots still remain available. The seafarers, are therefore, requested to fully utilize all the available slots for the purpose of data collection. All Maritime

Training Institutes are requested to disseminate the said information amongst the trainees so that available slots for data collection can be properly utilized.

3. The Maritime Training Institutes (MTIs) are also requested to ensure that the prospective seafarers undergoing training in their Institutes have obtained SID. They may advise & facilitate the trainees for booking slots for data collection at the nearest data collection centers during the period of their training.

4. This issues with the approval of the Director General of Shipping and Additional Secretary to the Govt. of India.

Sd/-

(Subhash Barguzer)

Deputy Director General of Shipping



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SEND E- MAIL ON : mmzo_customer_support@centralbank.co.in.

TAX PROBLEMS OF SEAFARERS IN FOREIGN WATERS

A. MUKHERJEE & ASSOCIATES
NRI TAX CONSULTANTS

ADVOCATE AMIT MUKHERJEE
(M. COM. LL.B.)

HELP LINE:

MOB: (0) 9830436752/8910204612/9874385448

EMAIL ID: amitmukherjee895@gmail.com

Directorate General of Shipping, Mumbai

GENERAL INSTRUCTIONS:

1. Ensure your eligibility as per M.S. (Standards of Training, Certification & Watchkeeping for Seafarers) Rules 2014 and Training Examination & Assessment Programme (TEAP) 2015 before filling up the details electronically online.
2. M.S. (Standards of Training, Certification & Watchkeeping for Seafarers) Rules 2014 is available DG Shipping website, please refer to below link
http://dgshipping.gov.in/WriteReadData/userfiles/file/Notification_stcw2014_310714.pdf
3. Training Examination & Assessment Programme (TEAP) 2015 is available DG Shipping website, please refer to below link
http://dgshipping.gov.in/writereaddata/ShippingNotices/201505191224526716388TEAPAConsolidatedRev1_May2015-compressed.pdf
4. The applicants must ensure that they have registered online (at DG Shipping Website www.dgshipping.gov.in) their Seafarer's Profile Registration. (See instructions for Seafarer Profile Registration, if not already done)
5. Columns with red asterix (star) mark in the online forms are mandatorily to be filled in.
6. If you are a seafarer and have any more questions which are not listed below then you may send an email to DG Shipping: dgship-dgs@nic.in

Frequently Asked Questions

Q1. How do I obtain my seafarers profile registered and how do I obtain user Id & password?

Ans: Visit DG Shipping website www.dgshipping.gov.in and click on E-Governance menu tab, Seafarers Registrations and fill up Indos, date of birth details, personal details along with correct email address and submit. Within 24hours the user Id and password would be emailed by E-Governance to the registered email address.

Q2: I have a medical certificate which was issued by the DGS approved doctor prior joining my last ship, which is still valid. Do I have to get another medical certificate?

Ans: No need to get another new medical certificate for the purpose of making an application if it's valid.

Q3: Where do I need to apply to get my CoC and CoP?

Ans: All CoP are automatically processed online, candidate need not visit DGS / MMD personally. No fees to be paid.

Please visit DG Shipping website www.dgshipping.gov.in and click E-Governance to avail the online services.

Link for online services: <http://220.156.189.33/esamudraUI/logOut.do?method=loadIndexPage>

Step 1: Read Training Circular no. 12 of 2019 available at www.dgshipping.gov.in.

http://www.dgshipping.gov.in/WriteReadData/userfiles/file/TR_Cir_No_12%20of%202019.pdf

Step 2: Login in to seafarer's profile.

Step 3: Go to "update seafarer profile".

Step 4: Update your latest and active mobile number and email address.

Step 5: Go to "Documents" tab & click on "Upload Documents"

Step 6: Read carefully the instructions to upload Photo, Signature, CDC, TAR Book & Passport.

Step 7: Ensure that **all the documents** are uploaded as per the instructions ((If all documents are not uploaded, system will not process the case further)

Step 8: The online system will automatically filter and fetch all the eligible candidates for processing of the relevant certificates. NO application needs to be submitted.

Step 9: The candidates will receive a system generated email after successful generation of certificates.

Step 10: The certificate will be available in 'Master Checker' of the seafarers profile.

Q4: I have followed above process mentioned for CoP, still I haven't received any communication after one week in my inbox profile?

Ans: All CoP are automatically processed online and CoP, candidate need not visit DGS / MMD personally. You may go inside your online E-Governance module and click the "update seafarer's profile" and click the "Grievance for CoP" tab and write your grievance. Grievance would be replied / resolved online by the Directorate.

Q5: Do I need to personally visit MMD for collection of my CoC and CoP hard cover?

Ans: No. The certificate will be available in 'Master Checker' of the seafarers profile, which may be printed and used.

Q6: I have done my sea service through non-RPSL agencies. Can you please confirm whether the service performed through such agencies are acceptable for the purpose of revalidation or issuance of CoPs / WKG?

Ans: No. According to the directives issued by the Directorate General of Shipping, the seafarers should join the ship only through RPSL agencies approved by the DGS. Hence the sea service performed through non-RPSL agencies will not be recognized by the MMD.

Q7: My CDC or Passport got expired last month. Do I need to apply for renewal? Is it compulsory to have valid CDC or Passport for the purpose of CoP or obtaining any other certificate?

Ans: No. You need not wait for renewal of CDC or Passport for making an application. However, it is your responsibility to ensure that all the necessary documents such as CDC, Passport are valid prior joining any ship.

Q8: Is it necessary to update my DG Shipping online profile for making an application? How do I create and update my profile in the DGS website?

Ans: Yes. According to the Directives of the DG Shipping, it is compulsory for all the seafarers to register with the e-Governance cell of the DG Shipping and update their profile at regular intervals. Please note that the process of registration is very simple.

You need to go to the website www.dgshipping.gov.in and click the 'Seafarers registration' section under the main heading 'E-Governance.' Upon completion of registration, you can update your profile using the simple steps stated in the website.

Please note that the 'Seafarers Registration' process can be completed easily, if you use 'Internet Explorer or Mozilla' browser.

Directorate General of Shipping celebrates 70th Foundation Day

The Directorate General of Shipping celebrated its 70th Foundation Day on 03 September, 2019.

A conference was held in the morning with the theme - Indian Maritime Administration, 70 years - The Vision Ahead. Mr. Mansukh Mandaviya - Honorable Minister of State (in charge) for Shipping, presided as Chief Guest. Mr. M.P. Anand, India Head, CMA-CGM spoke on Technologies for business transformation in container shipping. Mr. T.S. Girish Area Manager (India, Sri Lanka, Bangladesh and Thailand), DNV GL spoke on Impact of Disruptive Technologies in Maritime Industry. Mr. Devasish Mallick, Former Deputy Managing Director, EXIM Bank spoke on Creation of Dedicated Maritime Financing Mechanism. Capt. K.P. Jayakumar - Nautical Advisor to Government of India (in charge) spoke on Future Challenges in Shipping.

A function was held in the evening with Mr. Mansukh L. Mandaviya presiding as Chief Guest. Shri Amitabh Kumar - Director General of Shipping gave the welcome address.

A new logo of the Directorate General of Shipping was inaugurated by the Chief Guest.

A film on the Directorate was screened, which highlighted the formation and progress made through the years.

Highlight of the evening was the felicitation of former Director General of Shipping.

The Chief Guest then gave a very inspiring speech about the plans of the government to enhance shipping in every aspect including development of inland and coastal waterways.

ENGINEERING CIRCULAR NO. 02 OF 2019

No: ENG/OPP-MARPOL-38(5)/04

Dated : 28th August 2019

Subject : Compliance with the provisions of MARPOL Annex VI, Regulation 14

Note: This circular supersedes Engineering Circular 5 of 2018 dated 14 December 2018.

1) **Purpose:** The aim of this circular is to provide guidance to stakeholders for a consistent and smooth implementation towards compliance with the Global Sulphur Cap effective from **1st January 2020**. The following issues are covered by this circular:

- a) Preparation of a risk-based ship implementation plan and demonstrating compliance to requirements of MARPOL, Annex VI provisions by ship owners/operators.
- b) Prohibition on the carriage of non-compliant fuel oil for combustion purposes for propulsion or operation on board a ship except for those vessels equipped with an Exhaust Gas Cleaning System (EGCS, otherwise known as a scrubber) and having been issued with a revised supplement in line with MEPC.305(73) prior to 1 March 2020.
- c) Procedure to be followed by an Indian Ship, if carrying non-compliant fuel oil on-board due to non-availability of compliant fuel oil or otherwise.
- d) Procedure to be followed when the Exhaust Gas Scrubber mal-functions on an Indian Ship.
- e) The Port State Control procedures to be adopted by Indian PSCO while conducting inspections of foreign ships for compliance to 0.5% Sulphur Cap requirements.
- f) Procedure for dealing with foreign ships coming to Indian ports with non-compliant fuel onboard because of non-availability of compliant fuel or otherwise.
- g) Procedure to handle unexpected issues related to the operation of an EGCS as a Port State and Flag State.
- h) Instructions to approved Bunker Suppliers.

2) **Application :** This circular is applicable to:

- a) All seagoing Indian ships registered under Merchant Shipping Act, 1958.

b) All bunker suppliers registered with DG Shipping, GOI in accordance with Annex VI, Regulation 18 of MARPOL.

c) All foreign flag-vessels visiting Indian waters.

3) Requirement:

- a) As per regulation 14, the sulphur content of any fuel oil used on board ships outside Emission Control Areas shall not exceed 0.50% m/m on and after **1 January 2020**. The interpretation of "fuel oil used on board" includes fuel oil used in all emission sources including emergency equipment. The regulation applies to all ships irrespective of trading area viz. International and Domestic. This Regulation prohibits fuel oil with sulphur content more than 0.50% m/m being carried for use on board ships on/after 1st March 2020. The prohibition would not apply to carriage of non-compliant fuel oil as cargo.
- b) Vide Resolution MEPC.305 (73) the Supplement to IAPP Certificate is revised by addition of a new paragraph 2.3.3 to indicate compliance with above prohibition and hence the existing supplement to IAPP certificate need to be replaced with revised supplement prior to 1 March 2020.
- c) Though carriage of Fuel oil with sulphur content more than 0.50% m/m (non-compliant fuel oil) is allowed till 1st March 2020; the non-compliant fuel oil cannot be used on ships on/after 1st January 2020. The 'equivalent' compliance mechanism is permitted by MARPOL Annex VI. Regulation 4 and includes exhaust gas cleaning systems (EGCS). EGCS will allow higher sulphur fuels (>0.50% Sulphur m/m) to be burnt, with the excess sulphur scrubbed out of the uptake exhaust gas. The prohibition on the carriage of non-compliant fuel oil is not applicable to ships fitted with such 'equivalent' means of compliance.

d) To prevent trade distractions due to non-availability of compliant fuel oil. Regulation 18 of MARPOL Annex VI provides that if faced with situation where compliant fuel is not available, a ship is not expected to deviate from the intended route or unduly delay the voyage to procure compliant bunker-fuel. Further (due to said reasons despite its best effort to procure compliant fuel oil) the ship can undertake intended voyage after bunkering non-compliant fuel oil, provided the Master/Owner/Operator inform the ship's Flag State and the port State of next port of call well in advance. To standardize this information a standard template called FONAR (Fuel Oil Non-Availability Report) has been developed and provided in MEPC 320(74). As per the guidance in the said MEPC Circular, the port States should take into account all relevant circumstances and the evidence presented to determine the appropriate action to take, including not taking control measures.

4) Responsibilities of Ship Owner as defined under ISM Code for vessels of 500 GT and above and the Registered Ship-Owner in other cases

- a) ISM code requires companies to assess all identified to its ships, personnel and the environment and establish appropriate safeguards. To meet this requirement, all shipping companies are strongly advised to develop a ship specific implementation plan for transition to usage of fuel oil with Sulphur content not more than 0.50% m/m taking into consideration MEPC.I/Circ.878 {Guidance on the development of a ship implementation plan for the consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI}.
- b) The ship implementation plan is not a mandatory requirement and lack of a ship implementation plan or an incomplete ship Implementation plan should not be considered as "clear grounds" for a more detailed inspection (reference MEPC.I/Circ. 878 paragraph 4). However, it may be noted that port State control authorities may consider ship implementation plan as an evidence of due

diligence by the ship owner when verifying compliance with 0.50% m/m Sulphur limit requirement. So, it is urged that at-least all foreign going ships have a documented ship implementation plan through the ship's Safety Management System.

- e) All vessels registered under Merchant Shipping Act, 1958 are required to start using fuel oil with maximum Sulphur content not exceeding 0.50% m/m prior to 1st January 2020 unless fitted with EGCS. It is strongly advised that ships not fitted with EGCS are made free of noncompliant fuel oil by 01/01/2020 instead of waiting until 01/03/2020.
- d) It is expected that cleaning of bunker tanks, pipelines, filters etc. will be carried out to prevent compatibility and stability issues during change over and considering that, Port State Control Inspectors may consider verifying compliance through sampling and testing.
- e) To demonstrate compliance during Flag State Inspections and Port State Inspection, all ships irrespective of gross-tonnage to have on board a Bunker Delivery Note (BDN) which records details of fuel oil delivered and used on board for combustion purposes.
- f) All Recognized Organizations authorized to carry out International Air Pollution Prevention Certification (IAPP) on behalf of Indian Flag, are hereby advised, that revised IAPP Certificate with supplement as per MEPC. 305 (73) is to be issued prior to **01/03/2020**, based on an undertaking from ship owner that the ship has started using compliant fuel oil and that there exist no non-compliant fuel oil on board ship {except in cases where an equivalent arrangement is fitted}. This will remain on-board concurrently with the existing IAPP Certificate. The revised Certificate shall carry noting stating *"This Certificate will be effective from 01/03/2020 and will supersede the existing certificate no.....dated...."* Validity of the revised certificate will be same as that of the existing Certificate.

(kindly refer to dgshipping.gov.in for the complete circular)

Merchant Shipping Notice No. 07 of 2019

Subject: Guidelines for measures promoting women seafarers and providing conducive work atmosphere on board ship

At present very few Indian women seafarers are joining Merchant Navy. The global supply of seafarers available for service on ships trading internationally is estimated at 16.47 lakh. Women seafarers represent 2 per cent of this total. In India the representation of women is 1%. Maritime Labour Convention 2006 of ILO mandate for elimination of discrimination in respect of employment and to give due priority to the measures that could further promote career opportunities and appropriate working and living conditions for women seafarers. Resolution 14 of STCW Convention as amended in 1995 appealed for increasing participation of women in maritime sector, including seafaring;

Resolution 14 of STCW Convention as amended in 2010 reiterated the above resolution; To examine and recommend measures which be taken to promote more Indian women seafarers, a Committee was constituted who provided its recommendations. After due consideration and keeping in mind objective of promoting women seafarers, the international recommendation and industry's feedback, following guidelines are issued:

Applicability

These Guidelines apply to ship-owning and ship-managing companies, which operate ships over 500 GRT, registered under the Merchant Shipping Act 1958, as amended. These guidelines may also be adopted for Ships 500 GRT, by the ship-owners.

Definitions

1. "Seafarer" means a seafarer as defined in Merchant Shipping Act 1958, as amended
2. "Ship" means a ship as defined in Merchant Shipping Act 1958, as amended
3. "MLC 2006" means Maritime Labour Convention, 2006 as amended
4. "Ship-owner" means the owner of the ship as defined in Maritime Labour Convention 2006,

as amended

5. "Sexual Harassment" as defined in The Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013, as amended and includes anyone or more of the following unwelcome acts or behaviour:

(whether directly or by implication), namely:

- *physical contact or advances;
- *a demand or request for sexual favours;
- *making sexually remarks;
- *showing pornography;
- *any other unwelcome physical, verbal or non-verbal conduct of sexual nature;

6. internal "Complaints" Committee" as prescribed in the Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act at the shipowner's office ashore.

7. "Shipboard Enquiry Committee" means the committee responsible for receiving and investigating the complaints of sexual harassment a ship.

Title 1. Women Seafarers' Employment**1.1 Recruitment and Placement**

- 1.1.1 Shipowner should include in Company policy statement, that there will be no discrimination based on gender in employment, wages and promotions, and this should be included in the recruitment procedure.
- 1.1.2. Shipowner should provide wages as per qualification and experience on gender neutral basis.
- 1.1.3. Ship-owner should provide equal promotion opportunity on the basis of performance and prevailing promotion policy of the company. Same should be communicated to appraising officer and should be part of Company performance appraisal procedures.

1.2 Maternity leave and rejoining,

- 1.2.1 For permanent regular employees, shipowners should provide maternity leave as per Maternity Benefit Act, 1961, as amended.
- 1.2.2 For contractual employment.
 - 1.2.2.1 for seafarer whose pregnancy is detected whilst employed onboard, the seafarer should be repatriated as soon as possible and in no case exceeding [26] weeks of pregnancy.
 - 1.2.2.2 shipowner should make provision for re-employment of seafarer, at least at same rank on completion of maternity break, within 18 months of last sign-off.
 - 1.2.2.3 for seafarer whose pregnancy is detected after [sign-off], the shipowner should provide provision of reemployment, at least at same rank on completion of maternity break, within 24 months of last sign-off.
- 1.2.3 On completion of maternity break, the seafarer shall communicate in writing to the ship owner to confirm the date of re-joining.
- 1.2.4 Ship-owners may also consider offering suitable employment ashore to pregnant women seafarers until permissible medical conditions.

1.3 Basic needs on board for women seafarers

- 1.3.1 Shipowner should provide on board:
 - 1.3.1.1 relevant medicines to control heavy bleeding and during menstruation ache.
 - 1.3.1.2 sanitary napkins as part of bonded stores or as consumables.
 - 1.3.1.3 procedure for disposal of sanitary napkins as per applicable MARPOL regulation.
- 1.3.2 The seafarers on board should be sensitized about the documented procedure of disposal of sanitary napkin. This can also be included in Briefing sessions or other suitable forums.
- 1.3.3 Ship's Medicine chest should include the medicines to ease menstruation related complaints, such as:

*For ache -Mefenamic acid and dicyclomine (e.g. Meftal spas) OR equivalent.

*For Heavy Menstruation bleeding -Tranexamic Acid (e.g. Tab Pause 500) OR equivalent

Title 2. Sexual harassment

2.1 Onboard Complaints and redressal

Every effort should be made, by means off set procedures and guidelines, to resolve on-board complaints of sexual harassment on the ship itself in a fair, effective and expeditious manner, keeping the confidentiality of complainant and person against whom complaint is made.

2.1.2 An on-board complaint should be submitted to "Shipboard' Enquiry Committee" in writing, who will in turn submit its report to shore Internal "Complaints Committee" within 7 days from the date of receipt of complaint in the format prescribed in appendix I. Complaints can also be made online in the "Grievance report for female seafarers" on Directorate General of Shipping site. However. unresolved complaints should be referred to Internal "Complaints Committee" at the shore office and shall be resolved within defined time period.

2.1.3 Guidance on formation of "Shipboard Enquiry Committee" is provided in appendix II

2.1.4 Disembarkation of complainant shall be avoided till the time her safety is not at stake. If signing Off is decided by Shipboard Enquiry Committee, then this should be done in safe and secure manner.

2.1.5 Notwithstanding para 2.1.2 to to 2.1.4, a complainant may report to shore complaints committee directly.

2.2 Shore Complaints and redressal

2.2.1 Once referred ashore, the shipowners should be guided by "The Sexual Harassment of Women at Workplace (Prevention. Prohibition and Redressal) Act 2013 as amended, provided that Internal "Complaints Committee" should include 2 senior women seafarers.

2.2.2 Rights of complainant should be protected

including security of their existing job. At no point shall the complainant be penalised for making a complaint.

- 2.2.3 Ship-owners should provide suitable contact person counselor ashore for grievance redressal of women seafarers.
- 2.2.4 Ship-owners should take all adequate measures, by promulgating procedures 1 recommendations guidelines for prevention of sexual harassment on board.
- 2.2.5 Ship-owner should provide contact details of Internal "Complaints Committee" to all persons on board.

Title 3. Gender sensitization

3.1 Shore personnel trainings and sensitization

- 3.2.1 Shore personnel who are part of the Internal "Complaints Committee" should be sensitive to gender related issues on board and periodically undergo training in this regard.
- 3.2 Familiarisation and briefing for seafarers at all ranks
 - 3.1.1 Seafarers joining a shipowner for the first time, shall undergo shore-based gender sensitization briefings with objective to give

clear understanding of what to expect with Gender diversity and subsequent do's and don'ts.

- 3.1.2 All seafarer's prior embarkation on board shall be gender sensitized and briefed onboard by ship's management team when having presence of gender diversity.
- 3.1.3 Ship-owner may prepare Training modules guidelines towards prevention of sexual harassment including as below but not limited to -

Appropriate clothing considering gender sensitivity.

No pornography or objectionable material, literature in public and work places on board e.g. officer's lounge, mess rooms, bridge, Cargo control room, engine control room and ship's office etc.

Use of offensive and abusive language etc.

4. This issues with the approval of Director General of Shipping & Additional Secretary to the Gol.

Sd/-

Subash Barguzer

(kindly refer to DGS website for complete circular)

THE SHIPPING CORPORATION OF INDIA requires Electrical Officers with ETO CoC

Mr. Amar Singh Thakur (General Secretary)
The Maritime Union of India, Mumbai

Dear Sir,

This is to inform you that we are looking for Electrical Officers with ETO COC on contract with attractive wages. We have been continuously advertising in various maritime magazines such as Marex etc.

We request you to give a wider publicity within your members and may advise ETO COC holders to contact us in any working day during office hrs. We intend to take on contract around 20 for immediate posting.

Regards,
Shantanu Paul
Deputy General Manager (FPE)

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

SIGNS THAT SUGGEST YOU ARE NOT GETTING ENOUGH SLEEP

We all know that the human brain needs about 7 to 9 hours of sleep every night. But despite being aware of this fact, we tend to take our sleep habits for granted and pay little attention to this critical aspect of our overall health and well-being.

Here Are Some Signs That Show That You Not Getting Enough Sleep:

YOU ARE HUNGRY ALL THE TIME

- When your brain does not get the energy that it would have got from adequate sleep, it tries to get it from food.
- When you are sleep deprived, your brain makes the gut release the hunger hormone-ghrelin.
- Ghrelin makes you crave for sugar rich and fatty food.
- Not getting enough sleep also lower the level of Leptin-the hormone which makes you feel full.

YOU HAVE PUT ON EXTRA KILOS

- Since you tend to eat more due to chronic sleep deprivation, chances are that you will end up gaining some extra kilos.
- Also, as you feel tired due to lack of sleep, you tend to overindulge in sugary and high calorie foods to help you stay awake.
- Lack of sleep can also have a detrimental effect on your metabolism which tends to slow down due to lack of adequate rest.

YOU ARE HAVING TROUBLE MAKING DECISIONS

- If you have trouble making decisions at work or in your personal life, it could be a sign of sleep deprivation.
- Sleep deprivation can affect the speed and higher-level cognitive processing.
- Simply put, it means that your problem solving abilities and time management go for a toss.

YOU HAVE A LOWERED SEX DRIVE

- Studies indicate that sleep deprivation decreases libido, mostly due to a lack of energy, but also due to increased levels of stress and tension.
- It is also reported that men who have sleep apnea tend to have lower levels of testosterone.

YOU GET STRESSED ABOUT SMALL THINGS

- If you find yourself stressing about the smallest of things on a daily basis, blame it on your lack of sleep.
- Experts suggest that maintaining a healthy sleep schedule is essential in keeping your stress levels in check and in improving your mood and mental well-being.

YOUR PRODUCTIVITY IS SLIPPING

- Being sleep deprived over a long period of time can have a negative impact on your ability to concentrate, plan efficiently, execute your tasks and even to find the right words while describing your ideas and thoughts.
- You may tend to stay up late at night to finish off your projects on time, but this be counterproductive.
- Stopping work in time to wind down and get a good night's sleep is generally the best way to improve productivity.
- Also, nighttime sleep and dreaming promote new learning, memory consolidation, and greater creativity.

YOUR SKIN IS AGEING FAST

- It is called the "BEAUTY SLEEP" for a reason.
- When you sleep, your skin starts the process of repairing the damaged cells.
- Your skin works to repair itself throughout the night and when it's deprived of that time, your hormones spike and your skin's collagen breaks down.
- Also, when you do not sleep enough, it can cause acne breakouts and hasten the process of skin ageing.

Chronic Sleep Deprivation Can Lead To A Lot Of Health Hazards Including Poor Immunity, Indigestion, Risk Of Heart Diseases, Weight Gain, Depression, Forgetfulness, And Vision Disturbances... So, Prioritize Your Sleep Along With Other Things For A Healthy Lifestyle By Implementing Small But Consistent Day-To-Day Changes!!!

* * *

Your preparedness to handle transition

Capt. Rajesh Todiwan



Change is the only constant and it keeps happening over and over again. Like the rest of the world, the Maritime industry too is going through a transition at the moment and a significant one at that. How should seafarers prepare themselves for the big change that'll have an impact on all of them? The answer lies

in building ourselves and building people in our organizations. I must add that it's never an easy to handle change; every individual needs to go through a transition himself and adapt to the new environment.

The job cycle typically starts with us embarking on our professional journeys; our immediate superiors teach us and guide us on how to do the job. We learn and we climb up the ladder of growth. If we continue to discharge our responsibilities well, the organisation rewards us with promotions, incentives or recognition. We build on our expertise and reach a stage where we become the 'authority' in our jobs owing to the years of hands-on experience. Eventually the organisation promotes us to a level where we become responsible for the people who do the job that we once did. It's an important role when we are in a position to lead. It is also a fact that very few organizations prepare their managers to lead. Great organisations are those who do not put someone in power of authority and demand results; rather they show them how to achieve those results. It is a fact that when we trust our people to get the jobs done well; we make leaders and that's how we build our people. It's important for us to mentor and make them successful.

Professionals need to be sensitive to their work environments and keep themselves updated with the latest; so as to remain relevant and adapt to the changes easily. To remain relevant one must become extremely competent and highly committed. How do you become one? Here are a few key competencies that you can build in you to become a highly skilled seafarer.

Bring positivity in your approach

The preparation starts with little things such as bringing positivity in our mindset and approach. This can be as simple as exercising or meditating and greeting others warmly. Also important is prioritising or focusing on the jobs on hand updating our knowledge, communicating effectively, making decisions, engaging on productivity, building our own competencies and skills. In addition; mentoring our subordinates for success are some of the ingredients that help bring positivity in our approach.

Look for opportunities

It is said that opportunities rarely knock twice so when someone gives you an opportunity, take advantage and use it well without many expectations. Work hard; rewarding results will follow.

Do your best always

Nothing can replace knowledge and skills that you develop at your work. It is your competencies that will determine the level to which you'll go in your career. Make it your mantra to deliver nothing but the best. It's okay to take breaks and come refreshed for your work to give superlative results.

Don't worry about obstacles

No work is exciting without the challenges that it throws at you. There is a sense of achievement in seeing yourself completing the job successfully and with ease. Obstacles are only pebbles on the pathway that don't require you to stress over them. The sea will always throw new challenges but an able seafarer will be able to handle them; that's the exciting part of his job.

Don't take your work as a burden

It is your work that earns you a livelihood, have respect for it and take care of it. It is the profession that makes you strive towards your goals diligently each day. Your goals make you realise your dreams so never look at work at hand as a burden. As a seafarer your job demands you to be true to your profession.

Think Positive and work for success

It is not positive thinking that makes you successful; it is the positive belief which gets percolated through your body, mind and soul which makes you act in a way that you become successful. Success is a well planned goal; you set the chart for it.

Creating job Security

Your organisation will never give you any kind of job security. Remember even if your work is important and crucial to the functions of the organization; your job is not secured! You secure it only when you become highly skilled and are valuable to the organization. Remember, being a seafarer is a highly specialised job.

Believe in the present

Each day gives you a clean slate to write your story; be it a smooth one or filled with challenges. Key lies in not dwelling in the past or worrying about the future but in doing your job well today so that your tomorrow will take care of itself. Handling your present well makes you future ready!

Never say No

While onboard, never say No to any job assigned to you as the responsibility is much higher on an individual due to the 'just right' manpower. Use this opportunity to learn the job; under supervision and give your best. Competencies are built like that.

Author Introduction

Capt. Rajesh Todiwan is a Master Mariner with over 26 years of sailing. He started his career as a cadet with V Ships and sailed with them till he cleared his Master's. He has then sailed with various reputed shipping companies; he is a specialized seafarer who has commanded oil as well as parcel chemical tankers. He is a seasoned seafarer as well as an avid driver and has a passion for adventure sports.

Directorate General of Shipping, Ministry of Shipping, Govt. of India, Mumbai

BLACKLIST

The blacklist contains the details of Shipping Companies/Recruitment & Placement of Seafarers License (RPSL) and ships who have violated the provisions of Merchant Shipping Act, 1958, Merchant shipping. (Maritime Labour) Rules 2016 & Merchant shipping (R&PSL) Rules, 2016 thereon, with regard to non-settlement of seafarers wages, taking remuneration for employment of seafarers, abandonment by owners, etc..

The list is published in order to prevent Indian seafarers from being employed on such ships/by such defaulting shipping companies. These shipping companies/RPSL/ships have also been blocked in the DGS e-governance database.

NAME OF THE SHIPPING COMPANIES :

1. M/s Shah Al Arab Marine Agency, UAE
2. M/s Alco Shipping Services LLC, Ajamn, Dubai
3. M/s Triton Ship Management & Offshore Pvt. Ltd, Navi Mumbai
4. M/s Navik Shipping Pvt. Ltd., India

NAME OF THE VESSELS

1. M.T. ENJAZ 1
2. M.T. MENJAZ-2 [IMO No.8500513]
3. M.T. DHARMA
4. M.V. AZAB
5. M.V.,. SHARJAH MOON
6. M.T. OCEAN PRESTIGE
7. M.T. OCEAN GRACE [IMO No. 8913734]
8. M. T. AJWA

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

FOR MUI MEMBERSHIP :

Officers can visit MUI head office in Kolkata,
Liaison offices in Chandigarh, Chennai, Kochi, Patna, Tuticorin, Visakhapatnam

Some poetic expressions

Uday Sharma - Chief Engineer

Reflection in the mirror

There's a reflection in the mirror, That greets me every day;
It stays as pensive as me, as I've never heard him say.

I've seen him in his uniform, I've seen his stripes shine;
There's a smile on the face, though a visibly concealed whine.

We've never had a conversation, nor have we shaken hands;
The skirmish between his eyebrows, says a thousand about his land.

In the morning I see him yearning, for the days imminent ordeal;
There's a conviction in his eyes , to prove is inherent zeal.

I see him at sundown, with abated blood and sweat;
Albeit an unconquerable spirit, that has never known to fret.

A calming look before rest, that never winced upon its strive;
For here stands a gentleman, who tears the ocean wide.

Gulliver in Travels

Meandering the streets of my aqueous abode,
Circumventing the whims of my men ashore
Hovering the seas like an eagle at prey,
Chasing my dreams till the horizon's at bay.

Conquering the waters....is but a disillusioned state,
Surviving the oceans till the epilogue of my fate
Accepting the inevitability of life's destruction,
Pursuing amusement till I yearn for salvation.

Gazing my confine with microscopic eyes,
Toiling to find my galaxy inside
Trailing a vortex of thoughts that arise,
Putting on trial My Smiles and My Cries.

Striding a Steel Stallion at Sea,
Singing a Saline Symphony Sociably
Carving memoirs on my heart and my soul,
Gulliver in travels to lands now known.

**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.



**THE MARITIME UNION
OF INDIA**

Head Office: Head Office : Udyog Bhavan, 4th Floor
29, Walchand Hirachand Marg, Ballard Estate
Mumbai 400 001. India.

Telephone: (91-22) 22613052, 22615507

Fax: (91-22) 2262 0606

E-mail: mail@maritimeunionofindia.com

membership@maritimeunionofindia.com

Web: www.maritimeunionofindia.com

Branch Office: Bhagat Chambers, 2nd Floor
12A Netaji Subhas, Road, Kolkata 700001.

Tel.: 033-22304169 Fax: 91-033-22310900

E-mail: maroffcal@gmail.com;maroffcal@hotmail.com

Chandigarh : Mr. Rahul Kumar
SCO-114, 2nd Floor, Sector 47C
Chandigarh 160047.

Tel.: (0172) 2633114, (0172) 5089492

M.: 8196994555

Email : muichandigarh@gmail.com

Chennai : Mr. P. A. Khan
Krystal Scan Building, Ground Floor, Room No.01
59/A, 4th Cross Street, M.K.B. Nagar, Land Mark

Ambedkar govt Arts College, Chennai - 600 039.

Tel: 044-26733064 Fax: 044-26733064

Mobile: 91 (0) 9003275182

Email: oceanitechn@yahoo.co.in

Kochi: Mr. Thomas Sebastian, Mr. C.S. Ganesh Prabhu
Cochin Port Staff Association (CPSA), Willingdon Island
Kochi 682 009.

Tel.: (0484) 2666409, 2666871-2140 Fax: (0484) 2669468

E-mail: cpsacpt@yahoo.com

Patna : Mr. Ravi Prakash Mishra
The Merchant Navy Officers Association

408, Verma Centre, Boring Road Crossing

Chouraha, Patna 800001. M: 7992325621

Email: muipatna@gmail.com

Tuticorin: Mr. V. Sathyanarayanan
Tuticorin Port Mariners' & General Staff Union,
Beach Road, Zone 'E' Extension Port, Opp. Customs

Office, Tuticorin 628 001. Tamil Nadu.

Tel.: 0461-2326519/2339195 Fax: 0461231 1668

E-mail: sathya_viji74@yahoo.com

Visakhapatnam : Mr. S. Satyanarayana
Maritime Union of India, C/o. Post Box No.631

P&T Colony Post office, Visakhapatnam 530 013.

Mob.: 081068 07206 Email: ssjula1950@gmail.com

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,
Ballard Estate, Mumbai 400 001. Tel.: 91-22-22613052 / 22615507 Fax: 91-22-22620606
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 fees 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**
-