

THE OCEANITE

JOURNAL OF THE MARITIME UNION OF INDIA

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

Editorial

As we approach the last quarter of this year, all sectors of our industry need to review the happenings in our industry. There are signs of upward trend in the coming year, and we sincerely hope all the commercial facets see better days.

We, as a trade union, have had our own share of challenges, which, needless to say have a direct bearing on the happenings in the ship owning and manning companies. Incidents of abandonment have been a big challenge to tackle. With the owners simply throwing their "hands up", the existing gamut of issues transform take on enlarged proportions. The issue poses additional challenges if we add to the fact that the vessel is nowhere near an Indian port or jurisdiction. Supply of provisions, water for drinking and general use, bunkers poses monumental challenges. Ofcourse, there is no sign of wages of the seafarers on board. Yet we, as a responsible Union, have done our best to ensure justice prevails and the seafarers have come home.

We are coming across increasing number of cases of young trainees and cadets being who are fleeced and loose large amount of money to "agents", who promise jobs on ships, but then simply disappear.

We are pleased to report that our new office at Chandigarh is very sought after by Officers who are availing our membership and find it convenient to approach and address issues, in constant co-ordination with our head office in Mumbai.

At the port of Dahej, Seafarers of SCI, namely S.S. Disha, S.S. Rahi and M.T. Aseem were finding it very difficult to carry their personal luggage to and from the vessel during sign-on/off, since the drop-off point within the port premises is quite a distance from the berthed vessel. Therefore, MUI provided trolleys for each vessel and also on the shore. The Union has received very positive feedback from the

Seafarers, since the entire burden of carrying their luggage is now sorted out.

MUI and NUSI met Union Minister for Road Transport, Highways and Shipping in Visakhapatnam. The prime issues of Right of First Refusal (ROFR) and also, Privatisation of the Dredging Corporation of India (DCI) were discussed. As far as DCI is concerned, the honourable minister stated that it will not be privatized but supported by Government of India through the three ports of New Mangalore, Pradip and Visakhapatnam.

The Maritime Union of India (MUI) will be contributing alongwith the Maritime Floating Staff Welfare Trust (MFSWT) an amount of Rs. 20,00,000 (Rupees Twenty lakhs only) for relief of Kerala State.

MUI has also appealed to all companies and member Officers to also be a part of this gesture and contribute towards the "Chief Ministers' Distress Relief Fund".

The Maritime Union of India - Womens Wing held one more session on Relationship Building and Management aptly called 'Emotional Quotient is the new Intelligence Quotient'.

SWACHHATA HI SEVA- 2018 [SHS 2018] was launched in the year 2014 and as a follow up Directorate General of Shipping has decided that it will make "Versova beach clean-up" a quarterly affair starting from 02 October 2018, under the valuable guidance of Mr, Afroz Shah, UN Champion of the Earth.

Negotiations for the IBF-MUI and ITF-MUI Agreements will commence in first week of October. We are hopeful of finalising the optimum terms work and wage conditions.

We look forward to continuing and strengthening our relationship with all connected to our shipping industry and would like to reiterate that anyone can approach MUI for any issue that relates to well being and welfare of Indian Merchant Navy Officers and we will ensure that fairness and justice prevails. * * *

PAYMENT METHODS FOR RENEWAL OF MUI MEMBERSHIP

KINDLY ENSURE TO RENEW YOUR MUI Membership EVERY YEAR, 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 BANK ACCOUNTS
WHEN A CHEQUE IS ISSUED BY THEM OR THEIR FAMILY MEMBERS,
FOR MEMBERSHIP TO THE MARITIME UNION OF INDIA**

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

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

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

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

NOTICE OF ACCOMMODATION FACILITY FOR MUI MEMBERS AT VIRAR, MUMBAI

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

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

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

Thanking you

For the Maritime Union of India

Sd/-

Amar Singh Thakur - MUI

General Secretary

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

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

**MUI REQUESTS ALL OFFICERS TO ENSURE THAT
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**

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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.**

For all queries related to hospitalisation and domiciliary medical expenses reimbursement kindly contact :

FOR MEMBERS SERVING IN FOREIGN FLAG COMPANIES

The Maritime Floating Staff Welfare Trust (MFSWT)

Abhishek Premises, Ground Floor, Unit No. 1 & 2, Kuber Complex Lane
Next to Oberoi Chambers, Opp. SAB T.V. Lane, New Link Road
Andheri (West), Mumbai 400053.

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

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 :

FOR MEMBERS SERVING IN INDIAN FLAG COMPANIES

The Merchant Navy Officers Welfare Fund (MNOWF)

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

Tel.: (91-22) 22619321 (91-22) 22644670

Email: mail@mnowf.com; Web : mnowf.com

Dear Members

You can avail Convalescent Home facility at various locations, which you, as Member of the Union can take advantage of :

Maharashtra : Lonavala; **Uttaranchal :** Mussourie; **West Bengal :** Raichak

The Maritime Floating Staff Welfare Trust (MFSWT)

Abhishek Premises, Ground Floor, Unit No. 1 & 2, Kuber Complex Lane, Next to
Oberoi Chambers, Opp. SAB TV Lane, New Link Road, Andheri (West)
Mumbai 400053.

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.

Tel.: (91-22) 22619321 Fax: (91-22) 22644670 Email: mail@mnowf.com

Web: mnowf.com

Family is a unique gift that needs to be appreciated and treasured, even when they're driving you crazy. As much as they make you mad, interrupt you, annoy you, curse at you, try to control you, these are the people who know you the best and who love you.

Jenna Morasca

MUI and NUSI meet Shri Nitin Gadkari to address the issue of privatisation of The Dredging Corporation of India (DCI)

MUI and NUSI met Union Minister for Road Transport, Highways and Shipping in Visakhapatnam. The prime focus during this meeting was the issue of relaxation of Cabotage law and the Right of First Refusal (ROFR) for Indian flag ships. Privatisation of the Dredging Corporation of India (DCI) was the other prime issue discussed.

Both Unions expressed their apprehension that any relaxation of Cabotage laws would have a direct bearing on loss of business for Indian flag ships and consequently, the Indian Seafarer would loose out on his job prospects. The fear that foreign flag ships with foreign seafarers will

be able to operate freely on the Indian coast was also expressed.

Mr. Gadkari assured us that no steps taken by the Government will reduce jobs prospects of Indian seafarers and that Indian shipping will not take a hit.

As far as DCI is concerned, the honourable minister stated that it will not be privatized but supported by Government of India through the three ports of New Mangalore, Pradip and Visakhapatnam.

MUI and NUSI stated that they will be keeping a close watch on these developments.

MUI provides trolleys at port of Dahej

At the port of Dahej, Seafarers of three vessels of SCI, namely S.S. Disha, S.S. Rahi and M.T. Aseem were finding it very difficult to carry their personal luggage to and from the vessel during sign-on/off, since the drop-off point within the port premises is quite a distance from the berthed

vessel. Therefore, MUI provided trolleys for each vessel and also on the shore. The Union has received very positive feedback from the Seafarers, since the entire burden of carrying their luggage is now sorted out.

MUI helps seafarers get outstanding wages through court order

PFS Shipping (India) Private Limited: PFS management failed to pay the wages and to arrange provisions for PFS Brave / PFS Courage / PFS Supplier. The RPSL company through which officers joined the vessel terminated their contract with owners. The officers sailing on PFS vessels came to Union's office and informed about the plight the condition of vessels, the stranded vessels had no provision of electricity, water neither for washing nor for drinking, even basic provisions and bunkers not supplied to vessel. The Union immediately provided financial assistance to the seafarers. MUI approached the concerned authorities, including MMD, Mumbai, which instructed the insurance company to provide food, water and supplies to vessel immediately. MUI assisted the officers of the company morally and financially to file

appropriate proceedings in the Hon'ble High Court, Bombay to ensure that the seafarers get their hard earned balance of wages. The Hon'ble Bombay Court by an Order got the three vessels arrested and ascertained the approximate claim due and payable from this company, which our union is following very closely. MUI succeeded in getting four months wages for all seafarers from insurers. The total amount for all three vessels for four months, amounting Rs. 81,88,729 was disbursed to all the seafarers. The Seafarers thanked the Union for the dedication and effort which was shown in the matter.

For further outstanding amount of the seafarers, we have approached the Admiralty Court and we will pursue the matter further to ensure that the seafarers get their rightful and hard earned balance of wages.

MUI provides assistance to abandoned seafarers

PFS Shipping (India) Private Limited: PFS management failed to pay the wages and to arrange provisions for PFS Brave / PFS Courage / PFS Supplier. The RPSL company though which officers joined the vessel terminated their contract with owners. The officers sailing on PFS vessels came to Union's office and informed about the plight the condition of vessels, the stranded vessels had no provision of electricity, water neither for washing nor for drinking, even basic provisions and bunkers not supplied to vessel. The Union immediately provided financial assistance to the seafarers. MUI approached the concerned authorities, including MMD, Mumbai, which instructed the insurance company to provide food, water and supplies to vessel immediately. MUI assisted the officers of the company morally and financially to file appropriate proceedings in the Hon'ble High Court, Bombay to ensure that the seafarers get their hard earned balance of wages. The Hon'ble Bombay Court by an Order got the three vessels arrested and ascertained the approximate claim due and payable from this company, which our union is following very closely. MUI succeeded in getting four months wages for all seafarers from insurers. The total amount for all three vessels for

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For further outstanding amount of the seafarers, we have approached the Admiralty Court and we will pursue the matter further to ensure that the seafarers get their rightful and hard earned balance of wages.

As we are all aware, a large number of Indian Seafarers are being duped and left to fend for themselves in Indian and Foreign ports, by their ship owners and agents. A large number of seafarers from different companies were simply left alone on the ship to fend for themselves and provisions like water for drinking, washing, even basic food items, and bunkers were not supplied on board.

Abandoned and Stranded Officers is one of the major issue tackled by the union this year. MUI took up these cases with relevant authorities, provided provisions and co-ordinated with the owners and relevant authorities. Following are the few cases amongst others which were handled by union successfully, for reference;

M.V. Zoya 1 - Aurum Ship Managemnet - Vessel

TAXATION AND YOU

Jayant Menezes FCA Chartered Accountant

From AY 2018-2019, a new section has come into effect.

Section 234F of the Income Tax Act, 1961 is applicable from the Assessment Year 2018-2019. It specifies that if you, an individual delays in filing your return of Income Tax for the Assessment Year 2018-2019 onward on or before the due date for filing the Income Tax Return u/s 139(1), you, the Assessee will have to pay a penalty/fine for the delay in filing the Return for the Assessment Year 2018-2019 under Section 234F /-. i.e. due date of filing returns for individuals i.e. 31/07/2018 which

has been extended recently to 31/08/2018. The amount of penalty/ fine payable by you, the Assessee is as under:

1. A penalty/fine of Rs.5,000/- will be payable by you, the Assessee, if you file the Income Tax Return after the due date i.e 31/08/2018, but on or before 31st December 2018 for the Assessment Year 2018-2019.
2. In any other case, you can file your Return of Income by paying penalty/fine of Rs.10,000/-
3. However if your Income does not exceed Rs.5,00,000/- the penalty/fine for not filing the Income Tax Return on or before the due date u/s 139(1) shall be Rs.1,000 /-.

MUI appeals to shipping companies and members to contribute towards recovery effort in Kerala

This appeal is addressed to shipping companies and our members to contribute towards the 'Chief Minister's Relief Fund' for providing financial assistance to State of Kerala, which has faced unprecedented damage due to incessant rains and consequent flooding.

Dear Member

Subject : Appeal to all MUI members requesting for donation to
"CHIEF MINISTER'S DISTRESS RELIEF FUND"

As we are all aware, a natural calamity has befallen in the State of Kerala, since late July, 2018.

Kerala is severely affected of an unprecedented havoc caused by floods. The calamity has caused immeasurable misery and devastation. Hundreds of homes are destroyed and damaged. For the first time in history, 27 dams in the state had to be opened. Atleast 370 lives have been lost and more than 1 million displaced. Only the 3000 plus Relief Camps are in a position to provide any sort of assistance in the form of clean drinking water, food and medicines and other essential commodities.

Loss of property includes bridges, roads, railways, infrastructure for water, electricity, hospitals, agricultural land and such others assets. It is now obvious that the road to recovery and normalcy will be a very difficult and long drawn out one. Needless to say, amongst those affected will be seafarers and their families too.

The Maritime Union of India (MUI) will be contributing alongwith the Maritime Floating Staff Welfare Trust (MFSWT) an amount of Rs. 20,00,000 (Rupees Twenty lakhs only) for relief of Kerala State.

In these days of crisis and desperate need, MUI would like to appeal to all members, to come together in these days of tragedy, for the sake of our brothers and sisters in Kerala.

* * *

We would like to request all members to contribute generously through Cheque or Demand Draft in favour of :

"CHIEF MINISTER'S DISTRESS RELIEF FUND"

This contribution can be sent to The Maritime Union of India, Udyog Bhavan, 4th Floor, 29 Walchand Hirachand Marg, Ballard Estate, Mumbai 400001. Tel.: 22613052, 22615507.

Email: maritimeunionofindia.com; in an envelope marked : Cheque/D.D. : "Donation for Kerala Flood Relief". Kindly include your contact details : Name, Rank, Company, CDC, residential address, Email address, mobile number to enable us to send you the Acknowledgement Receipt.

We suggest that one days wages be contributed for this noble cause. All donations will be acknowledged, and forwarded to the Chief Ministers Office, Kerala.

We look forward to your co-operation during this hour of disaster which has affected innocent people of Kerala.

MUI-Womens Wing holds one more session - Emotional Quotient is the New Intelligence Quotient

Though we humans by nature are emotional beings, what we have forgotten is the art of managing these emotions. Emotional intelligence (EQ) or quotient is not merely a concept, but actually a way of life; a way of recognizing, understanding, and choosing how we think, feel, and act. It shapes our interactions with others and our understanding of ourselves. However, we have lost touch with this amazing element because we are caught up with competitiveness and a strong sense of achievement at any cost. Ironically, this spirit of competition caused by the IQ race has made EQ training all the more relevant in our times. It is said that the happier people are the ones with a higher emotional quotient; thus making EQ the new IQ.

Acknowledging this fact, the Women's Wing of Maritime Union of India (MUI) organised an enlightening session on Relationship Building and Management aptly called 'Emotional Quotient is the new Intelligence Quotient'. The workshop was held on 18th August at Coral Maritime Institute, Belapur.

Welcoming the august gathering, Mrs Saleha Zubair Shaikh quoted 'It isn't stress that makes us fall - it's how we respond to stressful events that does'.

She elaborated, "Today we are an informed generation - we take efforts to eat right and keep fit, but how many of us are able to look at our emotional health. As the wife of a Seafarer, we are dealing with stress and loneliness due to which, at times, our loved ones become soft targets."

"Most housewives do not speak openly about their emotions. The focus of such a session is to make the women aware of their emotions affecting them and their dear ones, and how to deal positively with them," Ms Shaikh continued.

She then introduced Ms Ilham Modi Bharmal, Emotional Intelligence Coach, Trainer &



Consultant, Crocheter, and invited her to share her expertise on the subject. Mother of two, Ms. Bharmal is wife of 2nd Officer Hatim Bharmal and a visiting faculty at KC College of Management Studies and HR College of Commerce and Economics.

While commencing her lecture, Ms Bharmal asked the audience – "So then what exactly is Emotional Intelligence!" "It is basically about knowing, understanding and managing feelings of self and others," she continued.

An expert in her field, Ms Bharmal, through interactive games assisted individuals to first understand themselves and then have a better understanding of others. In detail, she explained the four pillars to attain EQ namely; Self Awareness, Social Awareness, Self Respect, and Relationship Management to understand oneself and know others better. "And the best way to know yourself is to talk to yourself," expressed Ms Bharmal.

Many women from other parts of Maharashtra graced the event. Impressed with the session, Mrs Priyanka Rathore, wife of Virender Singh, 2nd Officer from Pune articulated, "This session was a perfect eye-opener for me on how to deal with my own emotions."



Appreciating the efforts of Ms Shaikh was Capt Ajay Hooda's wife, Mrs Monica, who thanked Ms Shaikh for organising such an eye opening session, which made one realise that EQ is indeed more important than IQ.

Mrs Pallavi Raghav, W/o Capt Raghavendra Raghav, enthralled the audience with her poetry in Hindi on the life of an Indian soldier. Mrs Pouruchisti Ukaji, hosted the day's proceedings with her usual charming personality. MUI-WW honoured Mrs Laxmi Todiwan, W/o Capt Rajesh Todiwan as 'Personality of the month'.

Adv Laxmi Kodnani then announced the winners of DIY Summer competition held last month, where children had to send a video of their summer activity. The winners were :

Zeuss Sirvala, Ch/O Zubin Sirvala ,



Pavani Chaudhari, C/E Manoj Chaudhari

Rayyan Bharmal, 2/O Hatim Bharmal

Mrs Lata Khatri, wife of Capt Harish Khatri proposed the vote of thanks. On behalf of the Maritime Union of India, Mrs Khatri expressed gratitude to Mrs Meenakshi Sandeep Sharma, owner Coral Maritime Institute, for offering their premises for this enlightening session and towards this cause of Seafarer welfare.

At the High Tea thereafter, the participants mingled and bonded with each other. The enlightening session left many in appreciation of the work being done by MUI and they thanked Mr Amar Singh Thakur, General Secretary,

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Directorate General of Shipping Circular For Information of Members

NOTICE : ATTENTION : ALL SEAFARERS / STAKEHOLDERS

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3.	INDoS related issues / queries	mttindos@gmail.com
4.	Other issues/ queries	helpdesk-dgs@gov.in
5.	e-Governance (All Technical Software) related issues / queries	egovernance-dgs@gov.in

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* Request all the seafarers to kindly "Re-upload" your photograph & Signature in case only where you are not able to take print of your seafarer's profile & FORM 29 in Examination module and CoC Application for any purpose.If the 'Re-Upload' link is not available, Please write to respective MMD's.

* DGS e-Learning programmes for MEO Class II, MEO Class I, Chief Mate and Master launched, visit : <http://dgsmtt.aduacademy.in/>

Ministry of Shipping warns about fake Sagarmala website created to dupe job seekers

The Ministry of Shipping on 06 September, 2018 warned that a fake website was created using the name and logo that may appear similar to the original Sagarmala website for duping people with advertisement of vacancies of engineer trainee and diploma trainee.

"It has come to the notice of Ministry of Shipping that a **fake website link with the url: <http://sagarmala.org.in/>** is being sent through emails to job seekers and other genuine stakeholders of Sagarmala programme," the Ministry said in a statement.

"This fake website that may appear to be similar

or identical to the original Sagarmala website contains a false advertisement about recruitment of engineer trainee and diploma trainee," it said.

The official domain of Sagarmala website is <http://www.sagarmala.gov.in/>, ministry said.

The ministry said strict criminal actions were being initiated against all such fraudulent entities.

"Any such false misleading advertisements and noted that such acts of fraud, misrepresentation, falsification and fabrication of information are clear violations under the Information Technology Act and the Indian Penal Code," it said.

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

Approved by the Director General of Shipping	Examination, Assessment & Certification (EAC) Branch	IS/ISO Clause No. 7.5.1
	Subject: Qualifying sea service to be eligible for appearing in MEO Class IV Examination (candidates performing sea service during day or night time on harbour crafts/tugs operating in Indian ports)	ENGINEERING Circular No.04 of 2018
	F. No. ENG / EXAM / CIRC-25(1)/2017	Dated : 09.08.2018

1. Noting that the eligibility for appearing in Marine Engineer Officer Class IV Certificate of Competency examination has been prescribed in Rule 35 of Merchant Shipping (STCW) Rules, 2014 and the said rule among others requires candidate to be in possession of minimum six (6) months approved sea-going service consisting of 4 months propelling days on board merchant ships after having completed their pre-sea training and that such seagoing service is duly documented in an approved Training, Assessment and Record Book (TAR Book).
2. Realising that many candidates, after having completed their pre-sea Marine Engineering training from Shore based training institutes, are unable to complete the aforesaid approved sea-going service of 6 months and hence not able to qualify to appear in MEO Class IV CoC examination owing to non-availability of adequate number of sea going ships.
3. Recognising that several harbour crafts/tugs registered under M.S. Act are operating in India and are available to provide such on-board training, but do not have the accommodation to accommodate the trainees.
4. In consideration of the foregoing, the Competent Authority has now decided that such candidates, as mentioned above, will be

permitted to obtain their 6 month qualifying sea service on operational harbour crafts/tugs registered under M S Act and having engine power of not less than 750 kW subject to compliance with the followings by all concerned:

- (i) Candidates have performed the approved sea-going service and engine room certified watch keeping duties under the supervision of the Chief Engineer Officer or a Certified Engineer Officer.
- (ii) Evidence to having performed atleast eight(8) hours of watch-keeping'excluding breaks, during their day duties from 0800 hrs to 1800 hrs and are staying ashore during night in accommodation arranged by the ship-owner/company of such harbour tug.
- (iii) 1/3rd of such sea service shall be performed during night (staying shore during day).
- (iv) No harbour craft/tug shall have more than candidates as engineer trainee at a time.
- (v) The Qualifying sea service on such crafts/tugs shall be counted at the rate of 2/3rd of the actual service performed.

Sd/-
(Satish Kumar)
Engineer & Ship Surveyor-
cum-DDG (Tech.)

No man chooses evil because it is evil; he only mistakes it for happiness, the good he seeks.
- Mary Wollstonecraft Shelley, 1759-1797

Directorate General of Shipping Circular For Information of Members

F. No. CR/GRW/12/2015-I

Dated: 24.07.2018

DGS Crew Branch Circular No. - 2 of 2018

Sub.: Launching of e-migrate system for seafarers

E-migrate system was launched by the Directorate General of Shipping vide M.S. notice No. 7 of 2017 for the prevention of Indian seafarers from leaving Indian ports/airports unless they are recruited through registered RPS/Indian ship owners. The e-migrate system was launched to be run on a pilot basis for verification of seafarers' details at Immigration Check Points (ICPs) for 3 months with effect from 1st September, 2017. This was to enable addressing any technical problems, which may be encountered by the DGS/MEA/Bol team and also to ensure that genuine seafarers were not interrupted/barred for travelling.

2. During the trial run of the system it was observed that there were technical glitches that need to be attended to. Therefore it was decided to extend the trial for further period of forty five days from 01.12.2017.

3. A meeting to review the e-migrate system has been taken by the Directorate with the stakeholders. It was discussed that the technical glitches have already been addressed and the

system is now running smoothly. 1,22,096 seafarers have already used the e-migrate system from 01.01.2018 to 30.06.2018 (1,03,152 on foreign flag vessels and 18,944 on Indian flag vessels).

4. Now that the e-migrate system is fully operational, all concerned are directed to henceforth use the e-migrate system in accordance with M.S. Notice No. 7 of 2017. The FRROs should utilize this e-migrate system at the immigration check. Immigration without e-migrate system data should be allowed only in exceptional circumstances after proper verification of papers issued by Recruitment and Placement Service approved by the Directorate General of Shipping.

5. This issues with the approval of Director General of Shipping, Mumbai & Secretary to Government of India.

Sd/-

(Subhash Barguzer)

Dy. Director General of Shipping (Crew)

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ENGINEERING CIRCULAR No. 03 of 2018

No. ENG/Circular-74(1)/18 Pt.

Dated: 03/08/2018

Sub.: Implementation of the code for the Transport and Handling of hazardous and noxious liquid substances in bulk on Indian flagged Offshore Support Vessel (OSV CHEMICAL CODE) – reg.

1) Background:

IMO General Assembly, at its 30th session adopted OSV Chemical Code for the transport and handling of hazardous and noxious liquid substances in bulk on offshore support vessels by resolution A.1122 (30) while superseding resolution A.673 (16) and further invites Governments to implement OSV chemical Code from 1 st July 2018.

2) Purpose:

Indian flag administration recognizes the need to establish appropriate measures to implement the improved provisions of the existing guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on OSV's (LHNS Guidelines) and to provide an international standard for the safe carriage of chemicals by sea in bulk, by setting the design and construction standards to OSV's, so as to minimize the risks to the vessel, its crew and the environment.

3) Applicability:

OSV Chemical Code (annexed to this circular) applies to –

- a) OSV's, the keel of which are laid, on or after 1st July 2018, or which are at the stage where:
- construction identifiable with the vessel begins; and
 - assembly has commenced comprising at least 50 tones or 1% of the estimated mass

of all structural material, whichever is less;

b) Existing OSV's the keel of which were laid or which were at a similar stage of construction on or after 19th April 1990 but before 1st July 2018 are permitted to carry products as assigned for carriage on a type 2 ship in the IBC Code, provided that these OSV's comply with the OSV chemical Code, except for the amended stability provisions in chapter 2 of the OSV chemical Code.

4) Date of Implementation:

Ship owners / managers shall implement the requirements stipulated in the annexed OSV chemical code with immediate effect. The first onboard initial survey and certification as per the provisions of OSV chemical code shall be carried out by RO at the next Annual / Intermediate / Renewal - Safety construction survey falling due after 1st Sept 2018. In order to maintain harmonized survey system, the validity of the certificate of fitness issued under OSV chemical code needs to be in line with the validity of Safety construction certificate.

5) This circular supersedes DGS Engineering circular No. 03 of 2013 dated 31st January 2013.

6) This circular is issued with the approval of Chief Surveyor with Government of India.

Sd/-
(P. Gopi Nandan)
E & SS-cum-Dy. DG (Tech.)

Technology can be our best friend, and technology can also be the biggest party pooper of our lives. It interrupts our own story, interrupts our ability to have a thought or a daydream, to imagine something wonderful, because we're too busy bridging the walk from the cafeteria back to the office on the cell phone.

Steven Spielberg





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CIRCULAR

The Directorate General of Shipping has decided that it will make "Versova beach clean-up" a quarterly affair. As part of the SHS 2018, the Directorate General of Shipping has organized "A Versova Beach Clean Up Drive" on 2nd October, 2018 at 11.00 a.m..

Subject : SWACHHATA HI SEVA- 2018 [SHS 2018] from 15th September to 2nd October, 2018

'Swachha Bharat Abhiyan' was officially launched on 2 October 2014 by the Hon'ble Prime Minister of India which aimed to clean up the streets, roads and infrastructure of India's cities, smaller towns, and rural areas, and ensured improved work culture and work environment including hygiene and cleanliness of the work places.

2. To give a boost to the said abhiyan, as a precursor to the launch of the 150th birth anniversary celebrations of Mahatma Gandhi, and in the run up to the 4th anniversary of Swachha Bharat Mission, Ministry of Drinking Water and Sanitation, New Delhi has decided to observe "Swachhata Hi Seva 2018 [SHS 2018]" from 15th September to 2nd October, 2018. SHS 2018 aims at accelerating the Jan Andolan for realizing the vision of a Clean India, further reinforcing that 'sanitation is everyone's business'.

3. As part of the Swachha Bharat Abhiyan, a beach clean up drive was undertaken by the maritime fraternity at Versova beach, in association with Mr. Afroz Shah, UN Champion of the Earth on the occasion of Maritime Day Celebration on 01.04.2018. During the course of the clean-up several tons of garbage was removed by the volunteers.

4. In order to have a coordinated approach to tackle both, land based and ship based littering, the Directorate General of Shipping Ministry of Shipping, GOI] Mumbai, vide its Office Memorandum No. Coord-27(11)/2018 dated 07.08.2018 has constituted a Study Group to prepare a comprehensive report with clear action plan and time lines for reducing litter from Merchant Ships / I.V. Vessels/Fishing boats etc. and from the households/ tourists living in the coastal area. The Study Group is examining the Standard Operating Procedure for solid and other waste management by different polluting segments; and will suggest cheap / alternative technology that can be used to prevent plastic from entering sea waters from land sources. It can also suggest bio-degradable material that can be used as an alternative to plastic on the long term.

5. It is very clear that the beach clean up drive cannot be done as a one day affair and a sustained effort needs to be made. Therefore, the Directorate General of Shipping has decided that it will make "Versova beach clean-up" a quarterly affair. As part of the SHS 2018, the Directorate General of Shipping has organized "A Versova Beach Clean Up Drive" on 2nd October, 2018 at 11.00 a.m., under the valuable guidance of Mr, Afroz Shah, UN Champion of the Earth. During the said clean up drive, the volunteers of maritime fraternity and the locals are requested to give their "Shramdan" to make the even a grant success.

6. All the Mercantile Marine Departments under the Directorate General of Shipping are also advised to undertake the beach cleaning exercise in their respective territory, on 02.10.2018, in co-ordination with the local maritime fraternity /social activist.

Sd/-

[Surendra Kumar]

Asstt. Director General of Shipping (Admin.)

MODEL MEO CLASS-I AND CLASS-II ORAL QUESTIONS THAT ASPIRANT EXAMINEES CAN GO THROUGH

For the purpose of guidance, information and assistance of users (aspirant examinees), model MEO Class-I and Class-II oral questions as a reference have been displayed on the DGS website. For the ready reference, model MEO Class-I oral questions are appended below:

MEO CLASS-I

1. Take over a second-hand vessel. All crew including Master joined together at the time of change in flag surveys. After completion of Change in Flag surveys, the Superintendent is forcing you to sail out as next charter is waiting. What minimum checks will you carry out prior sailing out the vessel?
2. You are approaching a port and Oily Water Separator is found not working. Spares are required which has a delivery time of 1 month. What are the actions to prevent detention and get exemption from Flag?
3. You have joined a ship as Chief Engineer. What checks will you carry out to assess effectiveness of implemented Safety Management System on board?
4. Who are Young Seafarers under MLC 2006 and what is your responsibility as CE if any of these Young Seafarers are working in Engine Room?
5. You joined a ship as Chief Engineer and found that one of the three Auxiliary Engine is non-operational. The out-going Chief Engineer informs you that spares are ordered and it will take another one month to receive the spares. Will you take over as Chief Engineer and if yes, under what conditions?
6. Your Company decided to re-cycle the vessel on which you are the Chief Engineer? How shall you prepare the ship for recycling under Hong-Kong Convention?
7. A newly takeover vessel goes for MLC 2006 Certification. What is the type of inspection and requirements for this type of inspection?
8. A Company intends to extend renewal survey by 3 months. What are the requirements to get this extension from the Flag?
9. Are there any ISM related Clear grounds during PSC inspections? If not, how is it determined to give ISM related deficiencies?
10. Engine can be de-rated to a lower power with rated RPM or to a lower RPM with rated power or to a lower power and lower RPM. Under what conditions. Under what conditions will you prefer each of the options?
11. Your vessel is on a short run and you are frequently unable to adhere to Rest hour requirements. You call up Superintendent, who ask you to manage as the vessel will out of the short run within one month. What will you do?
12. Your vessel is going to leave a port for next charter where you have to reach in limited time. The vessel has only one-day fuel and the fuel available in this port is with sulphur content more than the global limit allowed by MARPOL. On the way there is no area where MARPOL compliant fuel can be bunkered. What will you do?
13. Your vessel is going to a port in a region where number of Indian Flag vessels have been detained in last few months. How will you prepare for the visit to a port in such a region?
14. During your tenure as CE on a vessel, you noted that there is a sudden increase in near misses in last two months. What will you do?
15. You have joined a newly constructed ship as CE. The Company wants to implement complete Condition Monitoring system of maintenance on this vessel. What is your view point?
16. In accordance with UNCLOS a flag should exercise its jurisdiction and control in administrative, social and technical matters over ships flying its flag. How this jurisdiction is exercised by different Flags?
17. Various P&I clubs treat accidents and casualties as an iceberg. According to various reports for every one death on a ship and 30 lost time injuries there are about 3000 near

misses and 30,000 unsafe acts. Taking this statistics into consideration, how you can prevent casualties and lost time injuries on your ship?

18. India is still not a signatory to Ballast Water Convention. Can foreign ships visiting India be inspected under PSC for Ballast Water Convention?

19. What is a Master's review of Safety Management System? What statistics are used to make it effective?

20. An Indian Flag vessel managed by a Company (with excellent PSC records of all the vessels managed by this Company in every port) is inspected each time she visits Paris MOU region ports. What can be the reason?

MEO Class II oral model questions are also available on the website. Concerned aspirant examinees may go through it and may include these in their study materials for their oral examinations.

COMPLETION OF PART A COURSE BEFORE ENROLMENT INTO PART B COURSE OF EXTRA FIRST CLASS ENGINEER

The DGS has clarified the ambiguity arising from different interpretations in meeting the requirements contained in section 4(3) – assessment of ENGG. Circular No. 125 dated 19.08.2014. It has been decided that Part A course is required to be completed before enrolment into Part B course of Extra First Class Engineer vide its Corrigendum II (ENG/EXAM-10(03)-2014-EFC-Vol.I) dated 22.01.2018. The amended Para shall now be read as follows:

“The Examination for all subjects is expected to be conducted by the Directorate General of Shipping, twice a year i.e. in June & December every year. However, the candidates applying for the examination have to satisfactorily complete

the course for the respective part comprising minimum of 5 subjects, including the assignment, if any, as per schedule prescribed by the Institute, but in any case before 15th May & 15th November, respectively. No candidate should be enrolled in Part B unless he has completed Part A course including requisite Part A assignments.”

All the DGS approved institutes conducting the Extra First Class course have to ensure that no candidate is enrolled directly into Part B without completing Part A course. The institutes should also ensure that the candidates are provided with course completion certificate for the concerned part, only after verifying that at least 5 subjects in each part have been satisfactorily completed.

REFRESHER AND UPDATING COURSE FOR REVALIDATION OF CERTIFICATE OF COMPETENCY OF MARINE ENGINEER OFFICERS - 3 DAY COURSE

“The refresher and updating training Course for Revalidation” of all Certificate of Competencies issued under STCW 2010 is a requirement under M.S. STCW Rules 2014. As specified in TEAP manual Part ‘A’, a 3 day course has been developed by the Directorate General of Shipping in consultation with maritime industry. This course has been developed in cognizance of the changes in relevant national and international

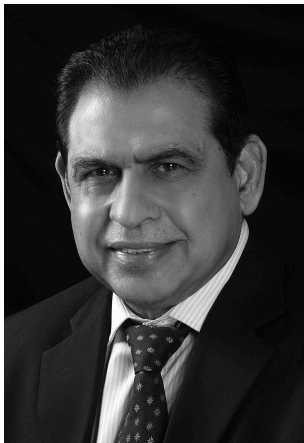
regulations concerning the safety of life at sea (SOLAS), security and protection of marine environment and updating of the standard of competence concerned. The details of syllabus, applicability, procedure etc. have been prescribed in the Engineering Circular No. 143 of 2018 dated 26.03.2018.

* * *

Handling and Transportation of Radioactive Materials by Maritime Carriage

Capt. Anand Chopra

Former ED, Liner - The Shipping Corporation of India



Port and terminal refusals to handle radioactive cargoes arise more out of perceived than actual danger.

Whenever we talk about transportation of Class 7 (radioactive) cargo, the immediate reaction from most carriers, ports and terminals is an

outright refusal to carry or handle it, sighting reasons of company policy. But the real problem is a misconception created by the name of the cargo rather than the actual facts associated with it.

Radioactive material has long been used to enhance the quality of our lives, playing an important role in the fields of Healthcare, Food, Power and the Environment.

Class 7 cargo is a legitimate cargo, listed in the International Maritime Dangerous Goods (IMDG) Code, and is the most well-regulated of cargo in terms of packaging for safe transportation. Cargo shippers and suppliers follow a strong regulatory framework under the supervision of the International Atomic Energy Association. These regulations have been reviewed and updated regularly over the last 50 years.

To date, the maritime transportation record of radioactive cargo is spotless, free from accidents. Additionally, freight rates are very attractive compared to general cargo. Despite all this, the sensitive nature of Class 7 cargo means that many shipping lines, ports, and terminals will neither carry nor handle it. Shippers encounter complexities and limitations of transportation at

every stage of the departure, transit, transshipment and discharge process.

There is frequently non-availability of carriers on many routes, denial of access to numerous ports, differing regulatory requirements from one jurisdiction to another, and a lack of standards' harmonization. These factors create complications and delays which have a potentially costly impact on the industry.

Today owners/lines operate mainly in consortium with other lines by way of VSA (Vessel Sharing Agreement). Under such circumstances all lines in the consortium must agree for carriage of radioactive material. Liners which are in a VSA do not normally agree to the carriage of Class 7 cargo. However in some cases the line which has its own vessel in the consortium may be allowed by other consortium members to carry radioactive Cargo on their own vessels.

There are many ports and terminals which do not permit discharge or transit or transshipment of radioactive cargo in their ports/terminals.

There are however some ports which permit and handle radioactive cargo if it is destined for their own country. Even in such cases the cargo has to be taken by the consignee on the basis of direct delivery on to trailers and railway wagons without the container landing on the surface of the terminal.

The above constraints in handling and Transportation of Commercial radioactive cargo leads to delays resulting in raised costs. Lack of competition means higher transaction cost by way of very high sea freight rates and operational and logistic costs. Primarily the burden of this high cost falls on the end consumer and on the industry.

Shipping and handling of IMDG Class 7 radioactive materials, when carried out in

compliance with the IMDG Code, should be considered as meeting the necessary safety requirements and should be facilitated; it should not result in refusals by the concerned stakeholders in the shipping industry. Considering the importance of radioactive material, and its safe transportation to date, stakeholders should re-examine their processes to ascertain how best to meet the transportation requirement of suppliers.

In order to streamline and address the concerns of the Maritime Industry for the carriage of radioactive cargo the following is suggested.

- 1) The Nuclear Industry should hold interactive conferences/ discussions with all the stakeholders in the Maritime Industry including Ports and Terminals, ship owners/operators, P&I clubs, insurance companies etc. These conferences/ discussions should be held region-wise namely, Asia, Europe and the

Americas. Alternatively teams from the nuclear industry can be formed region-wise for engaging in discussions with the maritime industry. Such interactions/discussions with the maritime industry will result in confidence building measures in this sector for the carriage and transportation of radioactive cargo.

- 2) Development of an industry data-base, focused on assisting shippers in dealing with transport service providers. This knowledge source can also provide factual information about insurance radiation protection, stowage and segregation requirements during transportation.
- 3) The existing international regulations can be harmonized with regional and domestic ones using more simple and direct references in order to create uniformity and ease of understanding and enforcement.

TAX PROBLEMS OF SEAFARERS IN FOREIGN WATERS

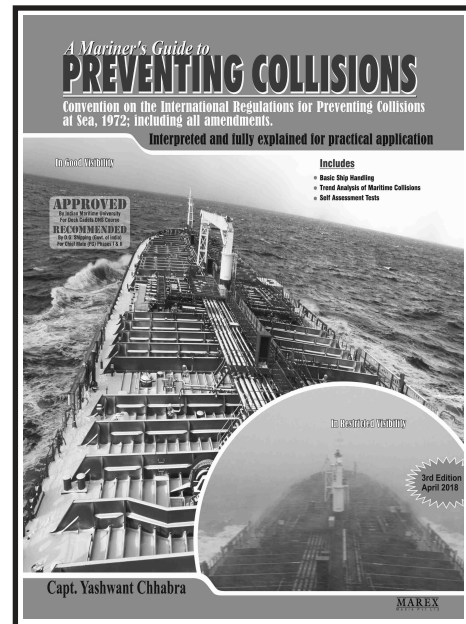
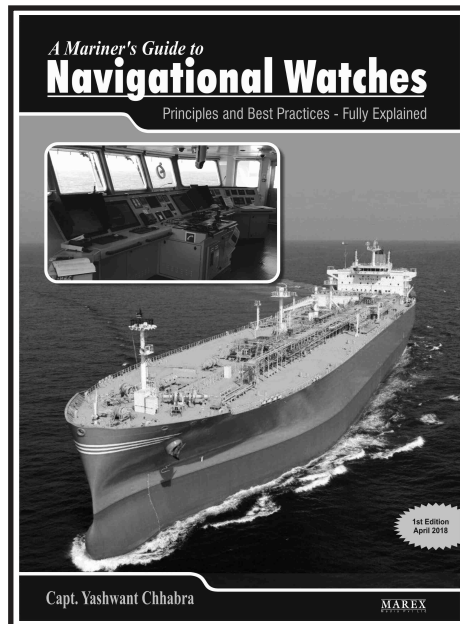
A. MUKHERJEE & ASSOCIATES
NRI TAX CONSULTANTS
Kolkata

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

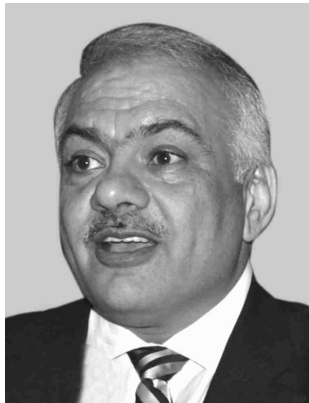
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Two Companion self-study guide books dedicated to developing competencies and best practices in maritime navigation by Capt. Yashwant Chhabra



Available as e.books on Amazon (Kindle). Print version published by Marex Media, Mumbai, India.



Extracts from forewords

Capt. Chhabra has explained not only the interpretation of the collision prevention rules, but also their best practical application. There is a lack of appreciation and proper

application of the collision prevention rules. This conviction is further vindicated by the disturbing increase in collision incidents at sea. I am pleased to note that this book is a sincere effort in that direction.

Capt. M. M. Saggi
Nautical Advisor to Govt. of India

The work covers the entire practical scope of Navigational Watches and helps develop best practices towards safe and effective navigation. This guide also addresses various human factors which impact the performance of bridge team members. I am confident that all users of this guide will agree that this is an excellent piece of work.

Capt. Ashok Mahapatra

Ex-Director, Maritime Safety Division,
International Maritime Organization

These self-study guides, first published in May 2011 and April 2018 respectively, use distance learning methodologies, expert interpretation, and elaborate explanations in clarifying the core concepts and fundamentals for best practical application of the requirements. Designed for both, beginners and the well experienced, the interactive learning involves tasks, quizzes, exercises and case studies coupled with recommendations of formal investigations linked to court rulings. Human Factors and basic ship

handling that impact navigational activities have also been addressed. Self-tests help achieve mastery of the subjects.

IMO studies show that for the last 30 years navigational accidents hover around 30% of all shipping accidents. An IMO bulletin, "Maritime Knowledge Centre" of 2010, states that 'more than 90% of collisions are attributable to human factors'. The Maritime Safety Committee attributes this to "deficiencies in maritime education and training of seafarers" and adds that "there is an issue with the competency of seafarers in complying with the Rules".

An EU Sponsored research published in 2015 states that 'even maritime educators do not fully understand the rules for preventing collisions or their proper application'.

International Union of Marine Insurance analysis shows that maximum hull losses are due to weather, grounding and collision/contact; pointing to failures in navigational watchkeeping.

Analyses of qualified officers undertaken by Capt. Yashwant Chhabra, the author of this book, show that they achieve around 50 to 55% marks in different types of open book assessments, confirming the overall weaknesses (Seaways September 2015: Y. Chhabra and IMO paper at IAMU AGM in October 2015: Andy Winbow).

Capt. Chhabra states: "It is not simply the failure of lookout or loss of situational awareness and human error, the usually stated reasons for navigational accidents. Deep down it is the misinterpretation of and improper understanding of the many requirements governing navigation, including basic ship handling principles. All of this culminates in miscalculations and incorrect or ill-timed practical actions, proven repeatedly by the analyses of many navigational accidents".

Starting out at the pre-sea training institute, TS Chanakya, Capt. Yashwant Chhabra has been deeply involved with navigational training and education since 1994. He headed Wallem Maritime Training Centre, Mumbai, for almost a decade from its inception in December 1994, launching the first Bridge Team Management (BTM course) and several other courses there; many for the first time in India.

He served as an 'auditor' from 2007 and then as "Manager - Training Standards" with Anglo-Eastern Ship Management Ltd. In late 2014 he assumed the role of "Senior Manager - Training & Development" with MSI Ship Management Pte Ltd, Singapore. From mid-2016 he has been back as sailing master. A lot of this work was done on board, and cover pictures of both books feature ships where he was master.

Elected Fellow of The Company of Master Mariners of India' in 2013 and of The Nautical Institute, London, in 2015, he received an award, "Outstanding Asian Educator & Trainer", at Singapore in August 2015.

Capt. Chhabra's sea career began at T.S. Rajendra in 1976, reaching the top position as master in 1990. He initially stepped ashore as a pilot in 1993 but always took breaks to sail as master for professional updating and to remain tuned to the realities of working at sea.

His work on preventing collisions and navigational watchkeeping have been acknowledged and published by The Nautical Institute, London, GlobalMET, The Company of Master Mariners of India and even referred to by IMO and other officials. He has run many public workshops on these subjects.

* * *

Happiness is a butterfly, which when pursued, is always just beyond your grasp, but which, if you will sit down quietly, may alight upon you."

- Nathaniel Hawthorne

Seafarers and TDS on Property Transactions

It's been quite some time that I have been able to write a pertinent article for you. I hope all of you have filed your Tax Returns well within the due date this year. To enable better tax

compliance, there are drastic changes in Tax Filing and Compliance processes being carried out by the Tax Department in India and all of us need to adhere to deadlines, else there are stringent penalties.

I am sure Property investments, are a favourite flavour, with most Seafarers, across the country.

Keeping in mind the quantum of money involved with any property purchase or property sale, it is advisable, to do your home work effectively and efficiently before the transaction and not leave anything to doubt. It is always better to be safe than sorry.

Few of the factors when doing a Property Purchase are, Search Report, Market Valuation, Government Valuation, Stamp Duty & Registration Fees, Sanction Plan, Completion or Occupancy Certificate, Nature of Land, Sale Agreement, Advance Amount, Mode of Payment or Funding, Property Loans, Certified Copies of Mother Deeds, Chain Documents, Loan Clearance & No Dues, Payment Receipts, Transfer Fees, Society No Dues and Intimation, Municipal Taxes, Electricity dues, POA & Inheritance documents, Non-Encumbrance, Sale Agreement, Sale Deed, Mutation, Seller background and last but not the least, TDS on Property Purchase.

One of the factors in a Property Sale is also TDS and we are going to have an insight on TDS on Property Transactions for Seafarers or NRI's.

When addressing Seafarers, in this Article, I am making an assumption that you have maintained your NRI Status and you are an NRI as per provisions of IT Act.

When you buy a property, we normally look at the Property and the Price and then take a decision.

However, it has become very important to know the background of the Seller before making any payment to the Seller.

As per provisions of the IT Act, there is a TDS (Tax Deducted at Source) to be done by the Buyer of a Property before making payment to the Seller. Subsequently, this TDS is required to be deposited with the Tax authorities under the PAN of the Buyer and Seller.

Eg: You have decided to purchase a property for Rs 1,00,00,000 then you will make a payment of Rs 99,00,000 to the Seller and Rs 1,00,000 will be the TDS (@1%) and you will deposit this TDS with the Government. Hence your total outflow is Rs 1Cr however the Seller received 1% less (which is the TDS amount), but this TDS has been deposited with the IT Department against the Sellers PAN Card and the Seller can take credit for it, in his next Tax Returns (Section 194IA).

This is the case in case the Seller is a Resident Indian.

However, if the Seller is a NRI or a Seafarer (assuming the Seafarer is an NRI), the TDS Rate is 20% (+ Cess & Surcharge) or 30% in certain cases, and the implications change completely.

Taking the same figures as above:

Eg: You have decided to purchase a property for Rs 1,00,00,000 then you will make a payment of Rs 80,00,000 to the Seller and Rs 20,00,000 will be the TDS (@20%) and you will deposit this TDS with the Government. Hence your total outflow is Rs 1 Cr however the Seller received 20% less (which is the TDS amount), but this TDS has been deposited with the IT Department against the Sellers PAN Card and the Seller can take credit for it, in his next Tax Returns (Section 195).

Now for the Seller, getting this 20% back from the ITD will take at least 2-3 Years.

This liability of the TDS is with the buyer. There are stringent penalties for non-compliance, which

include an Interest Charge, a Penalty of 100% of the TDS Amount and/or imprisonment. Hence, if you are buying a property and not doing the TDS correctly, then in the above case, if you are caught, you can be asked to cough up 19 lacs as penalty alongwith 19 lacs as TDS (assuming you have deducted 1% for a Resident Seller), which amounts to Rs 38 lacs other than Interest Charges.

Hence, the Property of Rs 1Cr will now cost you 1.38Cr. Which I am sure, is not an interesting and financially prudent proposition.

This law of 20/30 % TDS for NRI Property Seller's, has been in place for a long time, however most Clients and also Tax Advisors were not aware of this Law. Moreover the IT also did not look into this critically. However, from the last year and going forward, I believe, the ITD will be looking critically into this TDS aspect on Property transactions.

I have had an instance, where an NRI sold a property for 6 Cr in Delhi, and the Buyer was not aware that Seller was an NRI, and went ahead and did 1% TDS and paid the 99% to the Seller. But just after the transaction, the Buyer found out, that the Seller was an NRI. The Buyer filed a legal suit against the Seller and the Seller had to pay the TDS as well as the penalty of more than 6 lacs in just 3 months of the Property Sale. Had the Buyer found out after 2 years and then filed a suit, the penalty would have been more than Rs 1.2 Crs (assuming a 20% TDS applicable). Hence even if TDS is the liability of the Buyer, the Seller can also be taken to task for mis-declaration of Residential Status.

Hence I request all Property Seller's and Purchaser's to be carefully compliant of this TDS provision. If you are buying property from a Seafarer or from anyone else, make sure to check his Residential Status, also if you are an NRI and selling a property, please disclose your Residential Status correctly to the buyer.

The Income Tax has also given a provision to apply for a Lower TDS Certificate wherein the

Seller can apply with proper Property Documents and Returns to the CIT/ACIT, that his tax liability is NIL (for example in case of a No Profit Sale) and request the ITD to issue a lower TDS Certificate. Suppose the Certificate gives a TDS of 2% then the Buyer can go ahead and do a 2% TDS and go ahead with the Transaction, which will be completely law-full. However, please note, this certificate should be taken before the transaction and not after. It takes about 15-30 days to get this Certificate and it is advisable for all Seafarers and NRI Property sellers, as it does not make sense to mis-declare, nor does it make sense to lock up 20% of your property sale proceeds for 2-3 years.

I hope this article is useful for you and I have tried to keep this article as simple as possible, for best understanding, without using Tax and Accounting clichés. The figures and examples are only illustrative for academic purposes. Please consult your CA/lawyer before making final decisions. Do feel free to connect with me for any clarifications.

Stay compliant. Sleep peacefully. God Bless.

Thank you.

Mr. Rohit Bajoria has more than a decade of experience in International & NRI Taxation, Strategic Consulting & Banking services. He has worked across the country in various domains of Cross-Border Tax, Banking & Finance, across Industries in the MNC's, Government & Non-Government organisations.

Currently, he is a Partner in Tax Assist (An Alfred Jordan initiative) and Advises Clients located globally, on Cross Border Taxation & Compliance. His other interests lie in writing articles in International & National Journals on Tax & Financial matters and he is working on a Book which is to be published soon. He spends a lot of time & resources in Orphanages and for Under-privileged children.

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Dr. Sachin Bhavsar

Medical Practitioner

Consultant Obstetrician, Gynaecologist, Hospital and Health Management

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VITAMINS, MINERALS, AND ANTIOXIDANTS FOR DIABETICS

There is no doubt that diet plays a key role in the management and treatment of diabetes. In addition to taking medications, it is important to follow a nutritious diet to keep your blood glucose level in control. If your diet lacks adequate nutrition, adding dietary supplements might be recommended.

Here Is A Quick Guide On The Use Of Vitamin, Minerals And Antioxidant Supplements For Diabetics.

VITAMIN SUPPLEMENTS

Vitamins play a key role in glucose metabolism and the lack of these nutrients could make supplementation necessary to manage and prevent diabetes-related complications.

Due to abnormal glucose metabolism in diabetics, there is an excess production of free radicals.

This, in turn, reduces the antioxidants in the blood, which causes a deficiency of vitamins such as A, C, and E, which are potent antioxidants.

This may require you to load up on the vitamins to meet your body's requirements.

Certain medicines used to treat diabetes can lower the absorption of Vitamin B9 (folic acid) and Vitamin B12.

So, if you are taking diabetes medication for a long time, you may also need to take supplements.

VITAMIN "A"

The active form of Vitamin A is retinol, which is a potent antioxidant that not only helps deal with stress but also improves the functioning of the pancreatic cells.

This is important as pancreatic cells produce insulin.

VITAMIN "C"

According to a 2007 study, consumption of 1000 mg of Vitamin C supplements on a daily basis was found to lower levels of glucose and lipids in people with type 2 diabetes.

Supplements can also help prevent Vitamin C

deficiency and thereby reduce the risk of complications associated with diabetes.

VITAMIN "E"

The use of Vitamin E supplements in people with diabetes mellitus for around 24 months was found to prevent the development of diabetic complications.

This includes complications like diabetic retinopathy, foot ulcers, and cardiovascular problems.

Moreover, vitamin E supplementation slows down the progression of complications in people with uncontrolled diabetes.

VITAMIN "B-1"

Many people with Type 1 and type 2 diabetes suffer from Vitamin B1 or thiamine deficiency.

Studies have reported that the use of thiamine supplements for at least a month decreases blood glucose level in diabetics, also lowering the risk of diabetic nephropathy.

VITAMIN "B-9"

Studies have shown that folate supplementation can help improve glycemic control by reducing HbA1c levels.

Additionally, it improves serum insulin and insulin resistance in type 2 diabetes patients.

When used in combination with other vitamins like Vitamin B6 and Vitamin B12, it can also improve symptoms of diabetic retinopathy.

VITAMIN "B-12"

Supplementation of vitamin B12, along with folate (Vitamin B9) and pyridoxine (Vitamin B6), improves symptoms of diabetic retinopathy such as retinal edema (fluid accumulation in the eyes) and increased sensitivity to light.

When supplemented along with lipoic acid, vitamin B12 also improves nerve function, protecting against diabetic neuropathy.

Overall, numerous studies have reported that

vitamin supplementation not only improves glycemic control in diabetics but also prevents diabetes-related complications.

MINERAL SUPPLEMENTS

Minerals play an equally important role in the management and treatment of diabetes.

This is because lack of minerals can impair glucose metabolism, raising the risk of health complications.

In fact, diabetes patients often suffer from low levels of magnesium and zinc.

MAGNESIUM

Magnesium is needed for the breakdown of glucose by various enzymes.

Moreover, low levels of this mineral can impair the secretion of insulin by the pancreas.

For this reason, the use of magnesium supplements can improve glycemic control, helping in the management of diabetes.

ZINC

Zinc plays a significant role in the synthesis, storage, and secretion of insulin.

Low levels of zinc not only increase the risk of diabetes and associated complications, but it also affects other cellular functions.

Hence, to regulate glucose levels and prevent diabetic complications, zinc supplementation may be recommended.

CHROMIUM

Studies have shed light on the need for chromium, which is a trace mineral.

This mineral is required for the metabolism of carbohydrates.

Although low doses of this mineral are regarded as safe, there is not enough evidence on the appropriate dosage.

Do talk to your doctor before you take any mineral supplements for diabetes.

ANTIOXIDANTS

Hyperglycemia or high blood glucose levels can lead to auto-oxidation of glucose to form free radicals.

An excess of free radicals in the body can lead to vascular damage and dysfunction of the blood vessels and neurons, thus increasing the risk of diabetic neuropathy.

Antioxidants help to scavenge free radicals, thereby lowering the risk of complications. Intake of antioxidants such as Vitamin C and alpha lipoic acid (ALA), either through natural food sources or through supplements, can help to prevent the risk of diabetic pathologies.

This makes them helpful in the management of diabetes.

ALA

ALA is a potent antioxidant that lowers fasting blood glucose levels, reduces oxidative stress, and decreases insulin resistance.

However, this supplement **SHOULD BE USED WITH CAUTION** as it can cause a drastic drop in your blood glucose levels.

Before You Start Using Any Supplements, Keep In Mind That Certain Supplements Might Interfere With Your Anti-Diabetic Medications.

This Is Why It Is Important To First Consult Your Doctor For The Appropriate Dosage And Usage Information, Depending On Your Specific Requirements.

COMMON BREAKFAST MISTAKES OFTEN DONE DAILY & OVERLOOKED

Breakfast is the most important meal of the day because it ensures that your metabolism starts well and you are fit enough to face the day. A healthy breakfast will ensure that you have a stable blood sugar, avoid sudden food cravings, and get a good store of essential nutrients your body needs.

Here Are Some Common Breakfast Mistakes That You Are Making Everyday:

SKIPPING BREAKFAST

The most common mistake most people make is skipping breakfast.

Any breakfast is better than no breakfast.

A link clearly exists between missing breakfast and obesity and it is found that obese people tend to skip breakfast more often and starving the body creates a craving for high calorie food.

EATING LESS

If your mid-day snack is a regular habit, you need to revisit your breakfast plans and see if the food is adequate.

A bowl of fruit may certainly replenish you with vitamins and minerals, but it does not satisfy your carbohydrate needs.

If you lack the time and like to just grab something in a hurry, let it be more wholesome and packed with all the elements needed for a full meal.

HAVING BREAKFAST LATE

It is common to not feel hungry every morning if you have had too much for supper the previous day.

But that does not justify a late breakfast meal.

Grab a whole fruit within an hour after rising so as to kick-start your metabolism for the day.

OPTING FOR PROCESSED CEREALS

Breakfasts comprising of sugary cereals, bagels and cinnamon rolls are tempting but best avoided in the breakfast plate.

Excess sugar causes a dramatic spike in blood sugar followed by a sudden fall in energy levels.

Sugary cereals make you feel hungrier soon and you are likely to go snacking during mid-day.

BEING OBSESSED ABOUT "FAT-FREE"

Health fads of avoiding fats like butter and oil, or giving up the yolk of an egg and eating only the white, can cause more harm than benefit.

Sugar is the enemy when it comes to weight loss programs, not fat.

Certain nutrients are fat soluble and so the body needs some amount of fat for absorption.

Add some healthy fats to your breakfast like peanut butter, olive oil, avocados, egg yolk, and cheese.

NOT HAVING ENOUGH FIBER

The more the fiber in your breakfast, the better it is to kick start your metabolism.

Dietary fiber ensures a well-functioning digestive system.

Always make sure to have more fiber than sugar in your breakfast.

Ideally you should have 5 grams of fiber in your breakfast every day.

Multigrain bread, oats, bran, idlis, dosa and upma, fruits and dry fruits are all healthy ways to increase fiber in breakfast.

NOT ADDING PROTEIN

Protein in addition to being a rich source of energy for the body is also digests slowly and keeps one feeling full for longer.

Include eggs or low sugar yoghurt to give you the protein boost.

Lentil based breakfasts; beans such as soya, kidney and derivatives, peas, tomatoes, fruits such as guava, quinoa, chia seeds, peanuts, and milk are all good sources of protein.

Without ample protein in your diet, your food gets digested really quickly and you are likely to go the vending machines for your favorite snack bar soon after breakfast.

OVER-INDULGING ON WEEKENDS

Some people tend to change their breakfast choices almost regularly.

Just fruits and low calorie foods through the week and a large rich breakfast on the weekend.

Studies show that people who have high calorie variations in their breakfast are more prone to weight gain and risk of heart disease.

So, Go Ahead And Give Up These Unhealthy Breakfast Habits To Stay Active And Energetic Throughout The Day And Remember, Breakfast Is The Most Important Meal Of Your Day And You Should Make Sure That You Start Your Day On A Healthy Note.

* * *

"The human body has been designed to resist an infinite number of changes and attacks brought about by its environment. The secret of good health lies in successful adjustment to changing stresses on the body."

— Harry J. Johnson

YOU SHOULD INSURE YOUR CERTIFICATE

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

BENEFITS

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

REMEMBER :

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



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APPLICATION FORM
CERTIFICATE OF COMPETENCY (COC) PROTECTION

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

MUI Membership No.: _____ **Valid Upto :** _____

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

DECLARATION

I hereby declare that the above details are in every respect true and correct, and that I have not withheld any information calculated to influence the decision in regard to this proposal.
I pay herewith the sum of Rs. 200/- (Rupees Two Hundred only) being the first application cost and agree to renew it every year.

Date_____

Signature_____



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

Regd No.: BY-II-198-A 30-3-1941
Registered Office : Udyog Bhavan, 4th Floor, 29, Walchand Hirachand Marg,
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 be 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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