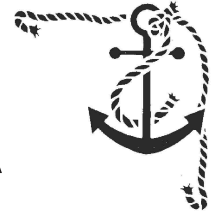


THE OCEANITE

JOURNAL OF THE MARITIME UNION OF INDIA

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

Editorial

It has been one more eventful year for MUI in terms of achieving our goals in the interest of our Officers. A number of agreements have been finalised including the ITF, IBF. Efforts are on to have in place a German agreement.

Foundation Day was held on 3 December in Goa for seafarers from the region. Overseas guests from leading unions of Japan, ITF-London, German, Ukraine were present.

The Government drive to privatise has not spared shipping too. The Dredging Corporation of India (DCI) was on the verge of being privatised. The sailing and shore staff would have been directly affected without doubt and understandably, there was absolute apprehension and worry prevalent. The proposed privatisation even drove one of their office staff to commit suicide. MUI, alongwith NUSI took up this issue and approached the relevant Government offices in New Delhi, and met Honourable Minister Shri Nitin Gadkari and others. As a result, the plan to privatise DCI has been shelved.

Attention must be drawn to the unfortunate fact that unscrupulous “agents” and “companies” continue to exploit experienced seafarers and the cadets and trainees by promising them proper jobs on board after extracting

large amounts of money from them. As a result, they land up in countries like, Iran, Vietnam, UAE and others without being paid wages for having worked for months on board old, ships, barges, fishing vessels, and scrap ships. The “owners” simply disappear and simply do not care about the seafarers and vessel. As a result provisions, water for drinking and general use, bunkers, communication facilities begin to deplete and ultimately run out. Ofcourse wages are not paid at all. In addition to the above, it becomes extremely difficult to overcome hurdles to repatriate from foreign countries. As a Union, we would like to appeal to all to not fall for such offers.

The MUI-Womens Wing continues to do good work for wives of seafarers. Regular interactive sessions continue and we will continue to good work for the spouses who are the strength of every home of a Seafarer.

We look forward to support from our members and as they are our strength and without whose support, every task becomes more difficult for us. Nevertheless, we assure all Officers that we can be approached for issues that concern them and we will do everything to resolve them.

Best Wishes to All and the Best for the coming year.

* * *

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**

**Officers are requested to keep with their next of kin
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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.

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

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

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

Web: mnowf.com

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

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

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

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

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

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

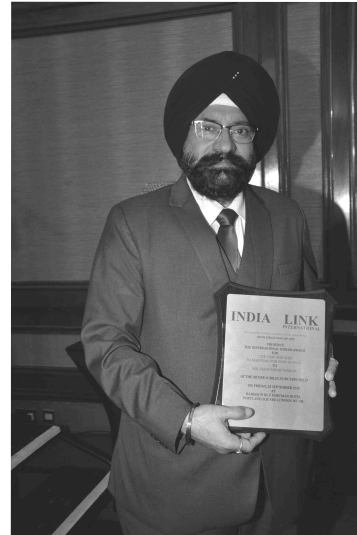
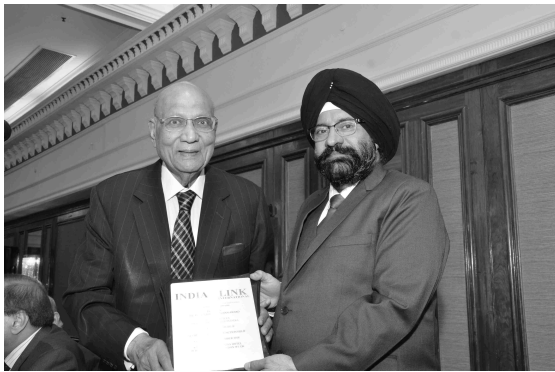
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Mr. Amar Singh Thakur -General Secretary The Maritime Union of India receives International Indian Award For Life Time Services to Maritime Industry in India



Uks most popular and oldest British-Asian news magazine, India Link honoured Mr. Amar Singh Thakur - General Secretary of The Maritime Union of India. The award was presented on 28 September, 2018 at Radisson Blu Portman Hotel in Central London.

Lord Swaraj Paul - U.K. based business magnate, Padma Bhushan recipient, presented the award to Mr. Thakur on behalf of India Link magazine owned by British publisher Mr. Krishan Ralleigh.

Over 200 eminent guests comprising of British-Asian businessmen, professionals and senior journalists including Lord Loomba, Dr. Rami Ranger, high ranking officials of High Commission of India in UK and senior officials from ITF-London, attended the function.

The award acknowledges the efforts related to payment of income tax by seafarers. It was through the determined efforts of Mr. Amar Singh Thakur that the seafaring community enjoy a clear cut mandate for those seafarers who achieve their NRI status and do not qualify to pay income tax.

Notices from income tax departments were being received by many seafarers in the country demanding that income tax be paid even though they fulfilled the NRI criteria. Alongwith NUSI, Mr. Thakur took up the matter with the Government on an urgent basis. Meetings were held with The Central Board of Direct Taxes, Mr. Nitin Gadkari - Union Minister for Road Transport & Highways, Shipping and Water Resources, Finance Minister Mr. Arun Jaitley in New Delhi, and intervention was sought. Today, all Indian Seafarers enjoy tax exemption if they fulfill the NRI criteria.

* * *

The Maritime Union of India celebrates Foundation Day 2018

The Maritime Union of India celebrated its Foundation Day on 3rd December at Goa.

This day holds great significance for MUI, for it is on this day in the year 1939, that this Union was established under very challenging circumstances, at a time when Unionism amongst Indian Seafarers was simply not meant to be even thought about.

Seafarer Members of MUI from the region, many, with their families were present and appreciated that seafarers of the region could attend.

Celebrations commenced with lighting of the lamp and a short video encapsulating major landmarks unfolding since 1939 and over the decades till date.

The occasion saw large gathering comprising of dignitaries related to Seafarer Unions from Japan, ITF-London, Germany, Russia and Ukraine. MUI thanked each and everyone of them by presenting them with mementos.

Mr. Amitabh Kumar - Additional Director General of Shipping, Directorate General of Shipping, Government of India presided as Chief Guest;

Mr. Dave Heindel – Chairman – Seafarers Section, International Transport Workers Federation (ITF), London who was accompanied by Mrs. Melanie Heindel; and

Ms. Jacqueline Smith – Maritime Co-ordinator - International Transport Workers Federation (ITF), London; were the guests of honour;

Ms. Maya Schweigershausen-Guth – Head of Agreements - International Transport Workers Federation (ITF), London;

Capt. Yoshihiro Shimmi – Director of International Bureau – Japan Seamens Union (JSU);

Mr. Kei Ito – Senior Clerical Staff – Japan Seamens Union (JSU);

Mr. Yury Shukhorukov – Chairman – Seafarers Union of Russia (SUR);

Mr. Vadim Ivanov – Vice President – Seafarers Union of Russia (SUR); were the other overseas guests.

Capt. Navin Passey – Chairman – Foreign Shipowners Representatives and Ship Managers Association (FOSMA)

Mr. Abdulgani Serang – General Secretary cum Treasurer – National Union of Seafarers of India (NUSI); also graced the occasion and spoke about the good work done by MUI.

Senior representatives of the ship owning and management companies were also present, inspite of their busy schedule.

Mrs. Saleha Shaikh, who has very ably led MUIs Womens Wing was also felicitated.

Mr. Amar Singh Thakur - General Secretary explained the pivotal role played by MUI for Indian Officers. He appealed to all members to make it a point to keep in touch with MUI always as that is the surest way to improve the effectiveness and strength of the Union. He thank each and every one present and assured that MUI will always stand by Officers and will ensure that justice prevails come what may.

All of the special invitees had praise and encouraging words for MUI, as they have been witness to the impact and results that the Union has been consistently achieving.

The evening was celebrated by having Goan and other dances alongwith variety entertainment followed by dinner.

* * *

Challenges of the Sea and the mighty sailor

Ms. Laxmi Todiwan

Member of MUI-Womens Wing and also a proud recipient of the 'Personality of the Month' award which is awarded for extraordinary achievements as a Safarers wife



"You are not a drop in the ocean. You are the entire ocean in a drop" ~

Rumi

Last few days my thoughts have been filled with many questions and they have been about the sea. I am a Navy daughter, my

brother is a mariner and am married to a sailor. A friend had a close shave recently - that makes me look at the sea, the sailor and the relationship that they share only a minuscule drop in the ocean though!

The sea is vast and holds many secrets. There are things about it the man knows and there are many that are beyond his imagination. When the sea is so mysterious the job that's on the high seas can't be any less.

What makes sailing a tough job?

Working at sea has been recognized as one of the ten most dangerous professions in the world. It's not a job for the weak hearted- one needs to work under immense pressure and trying conditions. The sailor is away from his family for months together with little communication. All professions come with their own set of pros and cons, the grass always looks greener on the other side and the rest of the world might see a shipping job as adventurous and having many perks such as good wages as well as travelling the world. It's certainly there and with the right mindset and preparations one can have a fulfilling, exciting and successful career in the Merchant Navy.

I shall share here what I have heard and experienced with my Master Mariner husband, who is in the profession for the last 25 years. Remember a smooth sea never made a skillful sailor!

The sea is unpredictable, what lies within no one knows hence just go with the tide and do your

best. Sailor stories have been full of fascination and mystery and the sea holds deepest secrets. What does it take to be the man go goes to the sea and has made his career in the shipping industry.

Physical Fitness

It's a very demanding job, odd hours of work; working under difficult conditions requires one to be in the best of his health. Ships are always in motion, there's heavy rolling or pitching. One cannot even get decent sleep and has to manage his work with sleep deprivation. I know there have been times when as a captain of the vessel, my husband has been at the maneuvering for more than 36 hours with hardly any time to take a nap, forget the sleep.

Emotional well being

Work schedules onboard are extremely stringent. One works with crew from different nationalities and there is regular crew change, working with new teammates becomes easy ground for conflicts. Also there is separation from their families which can lead to psychological issues. It is said that a sailor needs to be physically strong and mentally tough and alert always. Family needs to understand his work and also the same is expected from the shipping companies after all a sailor is human too; super may be but basic emotional quotient is the same for all. Sailors have tremendous control. I have seen me losing it but not my sailor and when he does itthen God save!

Extreme weather conditions

The ships move in different parts of the world across different time and temperature zones. Seafarers are exposed to extreme weather conditions especially during long voyages touching many countries or continents; moving from hot and humid tropical regions to the extremely cold conditions of the Northern or Southern hemispheres. They need to acclimatise themselves to all kinds of weather conditions. Long and continuous exposure to direct sunlight and harsh weather while working on the deck or extremely

high temperature and noisy environment in the engine room can have an impact on their health and general well being. We live in the comforts of our climate controlled homes and offices but the sailors live by what the nature gives them. That makes them adaptable to everything and their needs being very little. One must check a sailor's wardrobe; it'll be testimony to how little he needs.

Unsafe work conditions

Not that the work is unsafe but due care needs to be taken and SOPs are to be followed to the T. Ship uses many equipments or could be carrying hazardous cargo that needs one to go by the book (for anything that's not there, there's the Master onboard.) Many accidents have been reported in the recent times involving people falling into fatality or ignoring SOPs and losing their lives. Safety is of utmost importance, I have often heard from my husband that if there is doubt then doubt exists, act accordingly. You can't afford to take anything lightly while onboard.

Lack of proper training

Shore based training conducted by certified professionals also may not be good enough if such training is being imparted in set ups that lack the right ambiance and equipments and are conducted by those who are not familiar with the latest trends themselves. The training has to be updated and current. Good training and preparations make things much easier on the ship. It's good to understand the nitty gritty of the vessel and equipments being used. Comprehensive training involving marine equipment manufacturers, suppliers and shipyard personnel thus becomes the best form of training for the seafarers especially for the top four. For other levels-knowledge and skill based training and refresher training programmes are a must.

Limited scope for personal and professional growth

Career in the merchant navy starts off for a mariner as a deck or engine cadet and grows up the hierarchy. The deck cadet or engine cadet becomes a Captain or the Chief Engineer respectively when career is planned well. It's much faster now; some manage to clear their competency courses and exams within 10 to 12

years. There's hardly time for any other skill to be learnt or courses to be pursued. While on leave or between contracts certificate renewals and mandatory company sponsored courses are to be taken up. One ends up running a ship with hardly anything else beyond that and can find his job monotonous or hardly exciting. Here, shipping companies need to help the seafarers with succession planning. This will improve their performance as well as better retention of the staff; which will solve many turnover issues for the shipping companies.

Work life balance

If you tell this to a sailor he'd ask, "What's that?" They are away from home for nearly 4-5 months. While on their break, they recharge their batteries and want to spend time with family and friends. While the seafarer has the time others might be busy with their routine work. They need to catch up on a lot of things that they might have missed out on. When it's all on one level; it's time for them to go back. They miss important benchmarks within the family. Could be missing out on the birth of the child, birthdays, anniversaries; forget about the events like their children's PTM or the annual programs that every child wishes to see his parents at.

Working on ships is tough but something can be created around it by the organisations they work for so that the seafarers lead a quality and fulfilling life. People working on ships also must develop the right attitude towards their jobs. They must not only follow the routine onboard but also find time around their work to engage in self development activities as well as hone their interpersonal skills. While at home they must sit with their families and chart out the activities that they'd like to do together as 'a family'. Even small outings and family get-togethers can be planned not just the longer vacations. All these can help create work life balance for the seafarers. No matter how tough the sea, tougher is the sailor! There's a strong connection that he makes with the sea and that bond keeps calling him back.

"The sea, once it casts its spell, holds one in its net of wonder forever". ~ Jacques Yves Cousteau

Directorate General of Shipping Circular For Information of Members

NOTICE : ATTENTION : ALL SEAFARERS / STAKEHOLDERS

All Seafarers / Stakeholders are requested to send their queries /problems related to following issues/queries by e-mail pertaining to various types of modules as given below:

Sr.No.	Description	e-mail id
1.	CDC/RPSL related issues / queries	sm-mum-ship@gov.in / sm-kol-ship@gov.in / sm-chn-ship@gov.in
2.	Examination related issues / queries	mmdmum-eexam-ship@gov.in / mmdmum-nexam-ship@gov.in mmdkol-eexam-ship@gov.in / mmdkol-nexam-ship@gov.in mmdchn-eexam-ship@gov.in / mmdchn-nexam-ship@gov.in mmdkhi-eexam-ship@gov.in / mmdkhi-nexam-ship@gov.in mmdkla-eexam-ship@gov.in / mmdkla-nexam-ship@gov.in mmdnoida-exam-ship@gov.in
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

Wishing you all the best in your career

* All seafarers can see if they are checked by e-emigrate using link <https://emigrate.gov.in/ext/preECStat.action>

* 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/>

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.

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.

**Government of India, Ministry of Shipping
Government Shipping Office, Nau Bhavan, Ballard Estate, Mumbai 400001.**

No.51/E/Circular/2018

Dated: 26-09-2018

C I R C U L A R

ALL APPLICANTS FOR ISSUANCE OF NEW CDC AS PER M.S. (CDC) RULE, 2017 / REPLACEMENT CDC / DUPLICATE CDCI RENEWAL STICKER TO THIS OFFICE ARE HEREBY INTIMATED THAT ANY ENQUIRY / GRIEVANCES / ISSUES REGARDING RESPECTIVE APPLICATION CAN BE ADDRESSED THROUGH E-MAIL ON THIS OFFICE ID, i.e. **sm-mum-ship@gov.in**

REPLY FROM THIS OFFICE WILL BE GIVEN ON THE RESPECTIVE E-MAIL ID OF APPLICANTS AS PER THIS OFFICE RECORD WITHIN 03 WORKING DAYS FROM THIS OFFICE EMAIL ID ONLY i.e **sm-mum-sm-mum-ship@gov.in**

THIS OFFICE DOES NOT HAVE ANY OTHER EMAIL ID HENCE ALL APPLICANTS ARE HEREBY REQUESTED TO ENQUIRE ABOUT THEIR STATUS OF APPLICATION TO THIS OFFICE EMAIL ADDRESS ONLY.

NO IN PERSON INQUIRY WILL BE ENTERTAINED BY THIS OFFICE.

BY ORDER

Directorate General of Shipping Circular For Information of Members

C I R C U L A R

F. No. CR/Comp/20/18

Dated: 26.11.2018

Subject : Indian Seafarers facing trouble in Iran-reg.'

It has been reported to this Directorate that Indian seafarers are stranded at Iran for last 12 months due to abandonment by the owners/recruiting agencies. The details of vessel and recruiting companies are given below :

Sr. No.	Vessel Name	Name of the recruiting owner/agency	Owner details
1	Diamond -1 Kish	Borhan Darya	Hana Jalalie(Dubai)
2	Diamond-1 IMO No.8129084	Borhan Darya	Borhan Dariya Amin
3.	SAM 7	Bushehr Borhan Darya	Sayed Mohd

2. The seafarers in these vessels are distressed, not paid wages for months and not repatriated after completion of contract. The Indian mission abroad has also conveyed that despite all efforts the above said companies continue to recruit Indian seafarers.
3. Since the above listed companies / recruiting agents. have not taken any action and have lackadaisical response towards resolving issues of Indian seafarers, the said ships and company are blacklisted. The RPSL, FOSMA & MASSA are instructed not to procure employment of Indian Seafarers and visa etc. for the said ship-owner vessels.
4. The immigration authorities are also requested not to give immigration clearance to the seafarers for boarding above said vessels.
5. This issues with the approval of the competent authority.

Sd/-

(Subhash Barguzer)

Deputy Director General of Shipping (Crew)

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

Authorized by the Chief Examiner of Engineers	Examination, Assessment & Certification (EAC) Branch	IS/ISO Clause No. 7.5.1
	Subject: Subject: Qualifying sea-service requirement to be eligible for appearing in Competency examination	ENGINEERING Circular No.7 of 2018
	F. No. ENG / EXAM / CIRC-25(1)/2017	Dated : 14.12.2018

1. Table III/16-1 of the TEAP (Training, Examination and Assessment Programme) Manual details the qualifying sea-service requirement to be eligible for appearing in Competency examination for either steam power propelled ships or motor power propelled ships or combined steam and motor ships (that is vessel can either be propelled by steam or motor power or both). This table was designed to meet the requirements of candidates who are/were sailing on ships either propelled by steam or motor power as the ships are/were mainly propelled by only one type of power, that is, steam or motor.
2. Modern developments in shipping has resulted in a hybrid propulsion system such as "STaGE" (Steam Turbine and Gas Engines) specially on

LNG carriers where both Steam and Motor power is used simultaneously to propel the ship.

3. Keeping in pace with the modern developments and to encourage young Marine Engineers to gain experience for appearing Certificate of Competency exams and obtains CoC to serve on ships fitted with latest technologies, the Chief Examiner of Engineers has now decided to quantify qualifying sea service for those candidates who want to appear in competency examinations after having gained experience in ships fitted with hybrid powered (Steam and Motor) propulsion system. Following is now added in Table III/16-1 of TEAP Manual with immediate effect:

MARINE ENGINEER OFFICER CLASS IV Candidates		
Regulation/Category	Column A (Qualifying Sea Service)	Column B (Propelling Time on Hybrid ships with Steam propulsive and Motor Propulsive Power of 750KW each at-least)
STCW Regulation III/1 Officer in-charge of Engineering Watch	Total minimum approved Sea Service	Minimum watch keeping on appropriate Main Propulsion Machinery or UMS duties (on ships 750KW or more)
Hybrid (Steam + Motor) powered propulsion system	6 months	4 months

MARINE ENGINEER OFFICER CLASS II Candidates		
Regulation/Category	Column A (Qualifying Sea Service)	Column B (Propelling Time on Hybrid ships with Steam propulsive and Motor Propulsive Power of 750KW each at-least)
STCW Regulation III/2 2nd Engineer 3000 KW or more	Total minimum approved Sea Service after obtaining Class IV Part B (III/1)	Minimum watch keeping on appropriate Main Propulsion Machinery or UMS duties (on ships 750KW or more)
Hybrid (Steam + Motor) powered propulsion system	12 months	8 months

MARINE ENGINEER OFFICER CLASS I Candidates		
Regulation/Category	Column A (Qualifying Sea Service)	Column B (Propelling Time on Hybrid ships with Steam propulsive and Motor Propulsive Power of 3000 KW each at-least)
STCW Regulation III/2 Chief Engineer 3000 KW or more	Total minimum approved Sea Service after obtaining Class II (III/2)	Minimum watch keeping on appropriate Main Propulsion Machinery or UMS duties (on ships 3000KW or more)
Hybrid (Steam + Motor) powered propulsion system	24 months	16 months
	OR	OR
	18 Months on the basis of : Relaxation of 6 months in qualifying sea service, if served as 2nd Engineer for 12 months on the hybrid powered ships. This relaxation on qualifying sea-service shall also be given on pro-rata basis.	12 Months on the basis of : Relaxation of 6 months in propelling time if served as 2nd Engineer for 12 months on the hybrid powered ship/s. This relaxation on qualifying sea-service shall also be given on pro-rata basis.

4. Please note:

- i) If a candidate with Class IV or Class II Combined Motor and Steam CoC (even if acquired singularly) sails on a hybrid powered ship, his qualifying sea service and propelling time for the next grade shall be that required for hybrid ships.
- ii) For part sea service on hybrid powered ships, the philosophy used is that Candidates who do not complete requisite sea service on hybrid vessels shall not get advantage of reduced sea

service for appearing in Combined (Motor & Steam) Examination for the requisite grade. They can claim the time sailed on Hybrid ship for Motor or Steam CoC examination by completing remaining time on Motor or Steam ship respectively.

This circular is issued with the approval of Chief Examiner for Engineers.

S/D
(Vikrant Rai)
Engineer & Ship Surveyor-
Cum-DDG (Tech)

Great Eastern becomes first Indian fleet owner to order scrubbers

To install in seven of the company's ships to meet IMO's new sulphur emissions cap, Great Eastern Shipping Co Ltd will fit exhaust gas cleaning systems or scrubbers on seven of its ships. This makes it the first Indian fleet owner to take concrete steps to comply with the 0.5 per cent cap on sulphur in ship fuel oil mandated by the International Maritime Organisation (IMO) from January 1, 2020.



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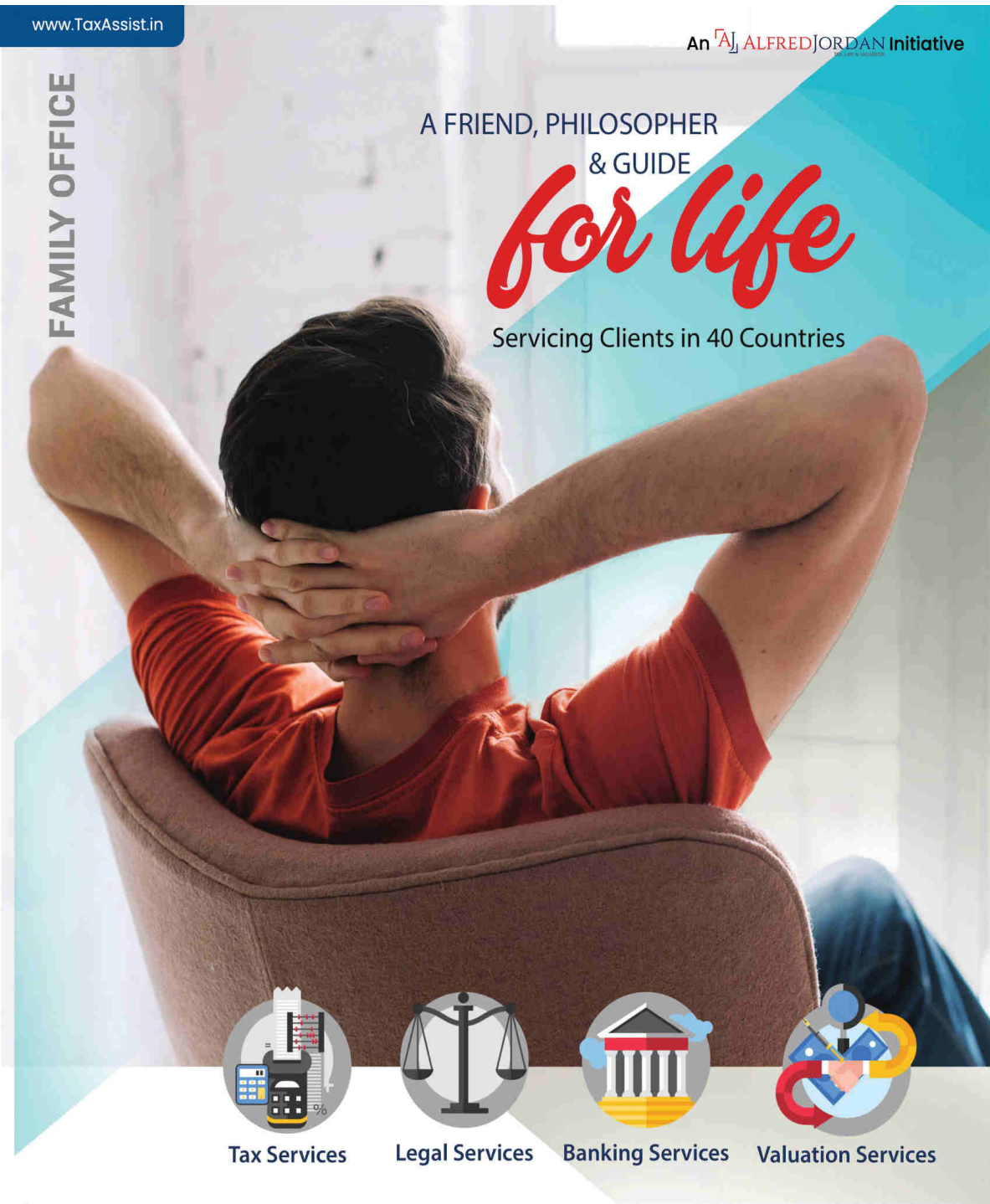
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&
"BEST MANNING COMPANY 2017"



MSC Shipmanagement Ltd
awarded
"CYPRIOT MARITIME
INDUSTRY AWARD 2017"



MSC Crewing Services Pvt. Ltd
awarded
"BEST EMPLOYER FOR
DRY CARGO VESSELS
LARGE SEGMENT"
ON OFFING MARITIME
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"Seafarer of the Year Award"
at prestigious
CREW CONNECT GLOBAL AWARDS
at Manila



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SEAJOB INDIAN ANCHOR
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DGS ORDER No. 11 of 2018**Sub.: Standard Operating Procedure for operation of Indian sailing vessel in international voyages - reg**

1. Indian sailing vessels are registered under Part XV of the Merchant Shipping Act, 1958, as amended, and are governed by the Merchant Shipping (Sailing Vessels) Rules, 1997 dated 19.02.1997.

2. During the Inter-Ministerial Group of Officers [IMGO] meeting held from 04-13th April, 2017 following the hijacking of the Indian sailing vessel 'Al Kausar', it was decided to form a Committee under the Chairmanship of Additional Director General of Shipping, Govt, of India.

3. Ministry of Shipping, Government of India, has a Contingency Anti-Piracy Plan in place which aims at ensuring the safe release of Indian national crew taken to shore after piracy or unlawful interferences at sea and this plan sets into motion an immediate integrated response by concerned Ministries / Departments / Organizations.

4. However, it was necessary to define additional procedures which were specific to Indian sailing vessels, so as to ensure safe and secure operation of Indian sailing vessels in international voyages. The 'Standard Operating Procedure' has been prepared to formulate a comprehensive security /operating plan for safe operations of Indian sailing vessels in international voyages, based on the terms of reference of the aforesaid Committee.

5. Now, therefore, the undersigned, as the Director General of Shipping, Govt. of India, under Section 435 of the MS Act, 1958, as amended, hereby issues the following 'Standard Operating Procedure for Indian Sailing Vessels (Operating on International Voyages)' [SOP] [Annexure-1:125]. The SOP deals with procedures and actions required by all stakeholders in case of piracy / hijacking incidents, safety measures to avoid piracy incidents, requirements for carrying various communication equipment, etc.

6. Attention is invited to the SOP under section B.2 'Restricted Area of Operation for Indian

Sailing Vessels, detailing the revision of the area restricted for sailing vessels on international voyages. This revised restricted area of operation in the SoP supersedes the ISPS Circular No. NT/ISPS/05/2010 dated 30.03.2010 on the subject of 'Prohibiting Indian sailing vessels (Dhows) to trade in piracy infested areas'.

7. Attention is also invited to the SoP under section D.1 'General instructions', wherein, clarifications have been issued with reference to section 421(3) of the MS Act, 1958, as amended, regarding the validity of certificate of inspection. As per the provisions of the SOP, if the annual inspection of a sailing vessel is not carried out within 12 months of issue date of the previous certificate of inspection, due to a sailing vessel being on a voyage outside India, then the owner of the vessel will have to submit a statement of compliance and undertaking to the Registrar in the format specified in Annexure - II of the SOP. Additionally, the SOP also specifies that in event of a sailing vessel not calling on an Indian port within 24 months of issue date of the previous certificate of inspection, then the owner of the sailing vessel would be required to present the vessel for carrying out inspection at a foreign port by a recognized organization approved by the Directorate, failing which the certificate of inspection will be deemed to have expired. Accordingly, all sailing vessels are hereby directed to comply with the aforesaid requirements latest by 01.03.2019.

8. The SOP has been approved by the competent authority and is mandatory to be complied with by all sailing vessels registered under the MS Act, 1958, as amended, and operating on international voyages. Non-compliance of this SOP will result in severe penal action as specified under Part XVI 'Penalties and Procedure' of the MS Act, 1958, as amended.

Sd/-

(Dr. Malini V. Shankar)
Director General of Shipping
& Secretary to the Govt. of India

Directorate General of Shipping Circular For Information of Members

F. NO. CR/GRW12/15-I

Dated: 15.10.2018

To
The Commissioner,
Bureau of Immigration,
Ministry of Home Affairs,
East Block - (VIII),
Lever-5, Sector - 1,
R.K. Puram,
New Delhi - 1 10 066.

[K/A: Shri Rajeev Ranjan Verma, Commissioner (Immigration)]

Subject: Launching of e-Migrate system for seafarers - req.

Sir,

I am directed to state that the DGS had vide its Merchant Shipping Notice No. 7 of 2017 (F. No. CR/GRW/12/15-I dated 11.08.2017) launched e-Migrate system for seafarers keeping in view the difficulties faced by Indian seafarers who are recruited and placed onboard foreign flag vessels by unlicensed RPS. The Directorate has also time and again after launch of said e-Migrate system taken review/orientation sessions with the Indian ship owners/RPSLs to address any difficulty for uploading the data of seafarers in the e-Migrate system and accordingly was addressed for smooth functioning of the said e-Migrate system.

2. It is noted that non-seafarers such as ship surveyors, auditors, doctors, superintendents, supernumeraries (spouse of seafarer) placed on board ship are still facing problems as they are being asked by the immigration authorities to produce STCW certificate or the print out of the e-Migrate Form 1 for their departure clearance. In this connection it is clarified that the DGS has classified these persons as non-seafarers and facilitated them into the e-Migrate system through the M.S. Notice No. 2 of 2018 dated 16.01.2018. These persons may not be having CDC/CoC/STCW course certificate and are out of the purview of Maritime Labour Convention and seafarers employment agreement. A facility for the Indian flag vessels into the e-Migrate system for these seafarers is also being provided to Indian shipowners. In the said e-Migrate system, the identification documents for these persons is their passport. As such, other documents like CDC/CoC/STCW course certificates or printout of

Form 1 of e-Migrate system should not be required as this is proven to be misused by unscrupulous elements through photoshop.

3. It is also noted that persons working on oil platforms/rigs in different capacities in Indian waters and persons working on sailing vessels or fishing vessels are also facing difficulty at the immigration checkpoints for their departure clearance as they are being asked to come through e-Migrate system. It is pertinent to mention in this regard that these persons are not required to sign Article of Agreement or hold CDC/STCW certificates as required under Merchant shipping Act for the vessels registered under Merchant Shipping Act. Hence these persons are outside of purview of Maritime Labour Convention and they are not required to go through the e-Migrate system which is mandatory for seafarers working on Merchant ships. The persons working on sailing vessels are issued identity cards. Specimen copies of the identity cards issued to these seamen working on sailing vessels are enclosed as Annexure-I & Annexure-II for ready reference. Similarly, the persons working on fishing vessels are also issued identity cards, as specimen copy as Annexure-III as ready reference.

4. Further, it is also noted that after passing through the immigration departure clearance, the seafarers are also asked by the Airlines to show the printouts of the e-Migrate system. This exercise is unnecessary and leads to duplication of work and delay & harassment to seafarers after clearance by the immigration through e-Migrate system. Airlines may kindly be guided suitably.

This office is also writing to DGCA separately in this regard.

5. In the light of the above, it is requested that suitable instructions/clarification may be given to all the immigration authorities at immigration check points at seaports & airports in India to avoid any hardship for such seafarers and non-seafarers.

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

Yours faithfully,
Sd/-
(Subhash Barguzer)
Deputy Director general of Shipping
(Crew)

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'Samudrayan'

BOOK RELEASED BY CAPTAIN VAIBHAV DALVI



Capt. Vaibhav Dalvi, Global Cadet Programme Director of V.Group launches English translation of his book 'Samudrayan'.

'Samudrayan' the book authored by Capt. Vaibhav Dalvi was released on 5th December 2018 in English language.

Shri. Deepak Kesarkar, Minister of State for Home (Rural), Finance & Planning in the Government of Maharashtra, launched the book at the prestigious Samudra Manthan Awards 2018 Ceremony in Mumbai.

The Marathi to English translation of the book is done by Mr. Prashant Pethe, a well-known and experienced translator & who himself is a seafarer by profession.

In the year 2015, 'Samudrayan' was first released in Capt Dalvi's native language Marathi, through the then Director General of Shipping Mr. Deepak Shetty. The book also includes a foreword from Captain S.S. Naphade, Ex. Nautical Advisor to the Government of India.

'Samudrayan' is about experiences of Capt. Vaibhav Dalvi shared through the letters he wrote & received while sailing round the globe, on board a small chemical tanker, as a first tripper

direct entry deck cadet, in late 80s. The voyage extended for almost one and half year at a stretch & ended with a life threatening experience of engine room flooding, in stormy weather of North Atlantic winter. The book provides insight into the practical life at sea in the Pre-GPS, Pre-GMDSS, Pre-ISM & Pre-MLC era of the shipping industry. It also talks about the mentoring Capt. Dalvi received from his seniors on board his first ship, his development as a seafarer during his cadetship, fun he enjoyed at sea & also some of the challenges he faced. The book gives preliminary idea of the life on board merchant ship & career in merchant navy to the aspirants of the merchant navy as well as it gives basic information about the field to the general public.

After success of the book in Marathi, which was launched in 2015, the idea of the translation of the book into English language was wholeheartedly supported by National Union of Seafarers of India (NUSI) & MUI (Maritime Union of India).

Release of SAMUDRAYAN Pictured (left to right): Captain S S Naphade, ex- Nautical Advisor to the Indian government; Amar Singh Thakur, General Secretary Maritime Union of India; Capt. Vaibhav Dalvi; Mr. Deepak Kesarkar, minister of State for Home (Rural), Finance & Planning in the Maharashtra State Government; Mr. Abdulgani Serang, General Secretary/Treasurer, member of Executive Board of ITF & Vice Chair Asia Pacific Region, ITF; Captain Vivek Bhandarkar, CEO, Bhandarkar Publications and Mr. Prashant Pethe.

* * *

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.

EMINENT PERSONALITY AWARD

Mr. Amar Singh Thakur was presented the Eminent Personality Award in London on 28 September this year. This award was personally presented by Lord Swaraj Paul, and about 200 affluent British businessmen and professionals, including Lord Karan Billimoria.

Capt. Siddarth Sharma shortlisted as a finalist for IMRF aka HERO awards

Two French fishermen were saved from Mayotte on a sinking fishing boat who were drifting away since three days

Capt. Siddarth sharma words on the same :-

"It is every seafarer's and Master's solemn duty and obligation to save souls in distress at sea.

I just did what a seafarer should do for a fellow soul in distress at sea. Yes, it was an instant decision, but not without assessing the risks involved. It was my duty," as a Master of ITB ASTAL-LORIDA- with Trinitras Ship Management based in INDIA.

Though it was a difficult rescue operation to save both fishermen from there sinking fishing boat & who were stranded for 3 long day in the same situation. The boat was adrift following engine failure and loss of anchor in severe weather. Food and water had been washed away Through Rouge waves, winds and heavy rain. (Tropical Strom AVA Effect).

This Rescue took place on 11/01/2018 around 11.57 when spotted the boat 2.5 kilometres away, I was present on duty himself on the bridge and had to take Action immediately.

So ordered and called all Ship Crew for the rescue operation, utilising the pilot ladder on portside with life jackets, buoys and LTA's (line throwing apparatus) on standby. It took three arduous attempts and 3 hours in the lashing wind and Strong swells and by firing three LTA before both weak and starving fishermen, aged between 38 and 45 years old, were brought to safety on board the ship.

Rescued fisherman were handed over to French Navy at Mayotte which was out of our voyage Passage, so had to inform Owners and company for the permission for which all agreed immediately.

"We could do nothing except wipe the tears from our eyes that both the fishermen will return to there families, friends and home safely.

DPTs Deputy Conservator felicitated for timely action during vessel fire

Capt. T. Srinivas, Deputy Conservator, Deendayal Port Trust (DPT), was presented the National Maritime Environment Protection Certificate by the Chairman, National Oil Spill Disaster Contintency Plan and Preparedness (NOS-DCP), Mr. Rajendra Singh.

The occasion was the 23rd NOS-DCP meeting on 02 August 2018 at Gandhinagar.

Capt. T. Srinivas displayed valuable and timely intervention to successfully extinguish the fire on

board the vessel M.T. Genessa on 17 January, 2018. He thus prevented the spillage of 30,000 tonnes of High Speed Diesel (HSD) cargo.

The meeting saw participation from a total of 86 representatives from agencies such as the shipping ministry, coast guard, coastal state administration, union territories, major and non-major port authorities, oil handling agencies, onshore oil installation firms.

For Information of Indian Officers who have worked on board Hong Kong flagged ships covered by HK-CBA

The Hong Kong flagged seafarers unions had set up a scholarship fund to encourage both the ship owners and seafarers in professional training. All officers who had worked on board Hong Kong flagged ship covered by HKCBA are entitled to be reimbursed part of their training expenses including examination fees subject to the decision of the Trust Committee.

Application shall be submitted either to the Secretariat of the Trust or to our office (Hong Kong Seamen's Union).

Contact Information :

Secretariat of the Hong Kong Seafarer Mutual Assistance and Scholarship Trust
Rooms 1401-1402, Alliance Building, 130-136 Connaught Road Central, Sheung Wan, Hong Kong
Contact persons: Ms. Kitty Chan, Mr. Alan Li

OR

Hong Kong Seamen's Union)
Tel.: 852-2332 0766
852-9075 2971
852-2770 2015
Email : cwli88@yahoo.com.hk/ emma@hksu1946.hk

Singapore Maritime Officers' Union (SMOU) Seafarers' Provident Fund (SPF) To all Officers who served on board vessels covered by SMOU Collective Agreement before 2012

The SPF has been terminated since 30th June 2012.

Act now and submit your SPF withdrawal application before 1st December 2021.

You can download the SPF withdrawal application form at : www.ispf.org.sg

Contact SMOU at : spf@wavelink.com.sg
for SPF enquiries and withdrawal submission

Singapore

Wavelink Thrift Pte Ltd.
75 Jellicoe Road, #03-01 Wavelink Building,
Singapore 208738.
Tel.: +65 6390 1661 Email: spf@wavelink.com.sg

Philippines

SMOU Representative Office
7th Floor, S&L Building, 1500 Roxas Boulevard
Ermita, Manila, Philippines.
Tel.: + 63 400 5459
Email: SMOUMNL@wavelink.com.sg
Like and Share our facebook page at :
<https://www.facebook.com/Wavelinkthrift/> with
your seafaring friends who may have SPF.

Takeaways from the New Tax Scrutiny Process

It's been a little over board for Tax Scrutiny in the IT Department this year.

However all well that ends well.

It gives me immense joy and pleasure to inform you, that we have completed the scrutiny cases, (for cases processed till now) 100% successfully, with NIL demand at all and a handful of Scrutiny Cases are still under process, which should get over, during the coming fortnight.

However there have been very important takeaways from the Tax Scrutiny process this year and I would want to share with you these takeaways and their implications, to enable you to stay compliant and at an arm's length with Tax issues.

1. eSubmissions: This was the first year, where the IT Department, in earnest, initiated the concept of eSubmissions of replies to the IT Notices. Hence, most of the Notices, were sent electronically and even the response was required to be filed electronically. However as an organisation, we did not want to take chances with only eSubmissions, hence we followed the process for eSubmissions as well as we made physical submissions across all Wards in the Country. However, as this was the First Year, the inertia was evident, however it seems eSubmissions will be better accepted by ITD from next year onwards.
2. Time Lines: There has been no change with respect to the time lines, where we have had to peruse the Notice for almost 1.5 years to bring it to logical conclusions. I believe, this will continue to be a painstaking feature even in the coming years, where the Notice process will continue till the deadline date of completion.
3. Multiple Notices: Generally, during the process of a Tax Scrutiny, a number of representations have to be made and a number of submissions. During the process there are multiple Notices issued by the ITD, depending on the stage and requirements of the Notice. Previously we used to collect these subsequent Notices physically from

the ITD hence the Client was not much aware about these subsequent Notices. However, this year as these Notices were sent electronically, most Clients panicked at receiving multiple Notices as they were not aware of the criticality of the matter. However, these Notices are just a part of the process of a Scrutiny, hence multiple Notices are bound to come, but for the same Year. Also, each of the Notice has a specific objective and requirement, which is required to be fulfilled in the specified time period.

4. Penalty for no response: There is generally a penalty applicable for non response to an IT Notice in the specified time period. When things were manual, the ITD and ITO generally did not impose this penalty. However, due to the eSubmission process, this penalty has not become partly automated and I believe, it will become fully automated in the future years. Hence its important to revert suitably to the Notices within the time mentioned.
5. Document and Records: The documents and records and submissions are well stored with ITD now and is subject to future audit and scrutiny also. Previously, it was not possible for people in the ITD, to go through physical files hunting for documents, however, now, most of the documents are available with them for future reference. Hence it is important to have a clean document trail so that you do not have any issue on the future years. Documents, documents storage and retrieval is of critical importance going forward. Will request you to keep copies of Passports, CDC, Bank Statements, Property Transactions at least for 5-7 years or if possible for 10 years, as you may need to refer to them in the future.
6. Orders: The Orders this year were a little comprehensive and subject to review by an Internal Audit of the ITD. I believe in the future years, it will become much more transparent and easier for neat and clean tax payers to sleep tight from tax worries as the system and process with ITD is becoming

more dependable.

7. Limited Scrutiny and Complete Scrutiny: Most of the notices this year identified specific issues and triggers for the Notices. It could be a property transaction, large remittances (inward and out ward), large investments, equity and commodity trading among others are few relevant triggers. This was better than, having the ITO going through all files, transactions and documents threadbare, like in the previous years. However, the ITD and given immense powers to the ITO, who can convert a Limited Scrutiny to a Complete Scrutiny in case documents and details are found to be out of place. Moreover, the ITO can reopen your previous Years for scrutiny also. Hence is even more important to stay 100% compliant in the future and sleep peacefully.
8. NRE and NRO Accounts: One of the fallouts of the celebrated Circular 13 was that as the Circular 13 mentioned that for a Mariner, direct credits to the NRE Account is NOT Taxable, which as per the Tax Department means that, any Remittance into the NRO Account, or to Family members, etc is taxable. Although none of our clients had this issue, but I believe all of you need to be very particular to bring in remittances into the NRE Account ONLY. The tax implications are clear for this now.
9. Foreign Accounts & Assets: Lots of Mariners have overseas accounts, which were opened when they went for education overseas, etc. A proper declaration of Foreign Income (FI) and Foreign Assets (FA) is of super critical importance. In case you have not properly declared FI and FA, other than the Tax issues there can be challenges with other laws also like FEMA, which has very stringent provisions. In case you are becoming a resident in any particular year, please do note this point very well. Moreover, in case you have any accounts overseas, which is not of any use, its better to close it formally. An account with Zero balance is not a closed account and you are still required to declare the same in India. The penal provisions for this is very very stringent.

10. CDC: The CDC has become one of the primary documents to support your Passport and Seafarer status. I have seen, many Seafarers do not get the CDC stamped at times. This is super essential from a Tax point of view, which is as important as getting your Passport stamped.
11. Overseas Holidays: With the critical scrutiny of the Passports and CDC, all plans of overseas holidays for maintaining NRI status goes out of the window. I have been harping this for more than a decade, that these holidays are of no use for NRI Status as per Tax laws, however the IT is now getting critically aware of this and hence I will request all of you to maintain NRI status in the proper manner. I am sure there are challenges in work and home, but this is very important. I also hear that in a couple of years, the Arrival Departure data will automatically be available for the Tax people. Hence, its better you get your planning in place beforehand to enable you to maintain NRI status and hence save a decent amount in taxes.

I hope I have been able to provide you a little insight and as usual I am just an email away for any assistance. Best wishes and stay happy & compliant.

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. He can be reached on rohit@TaxAssist.in

Dr. Sachin Bhavsar

Medical Practitioner

Consultant Obstetrician, Gynaecologist, Hospital and Health Management

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

SIMPLE TIPS TO IMPROVE HEMOGLOBIN COUNT

SIMPLE TIPS TO IMPROVE HEMOGLOBIN COUNT

Low hemoglobin count is quite common in India, especially in women. However, most of us are not aware of it. It is only during any routine health checkup or during any blood investigations, we get to know that our hemoglobin count is low. But you should know that low hemoglobin count if left untreated, can lead to iron deficiency anemia. Iron deficiency in India is rampant. It was reported that around 55.9% children in the age group of six months to less than a year are anemic (hemoglobin count less than 11.00 g/dl) and almost 50.8% women in the age group of 15 years to 49 years has hemoglobin count less than 13.0 g/dl.

While iron deficiency anemia is one of the major reasons for low hemoglobin count, there are other factors that can put you at risk of low levels of hemoglobin. Some of the common health conditions that can lead to low hemoglobin count include pregnancy, menstruation, liver disease, recent surgical intervention or urinary tract infection. Before we discuss few home remedies to increase hemoglobin levels in blood there are some things you need to know.

WHAT IS LOW HEMOGLOBIN COUNT ?

If the level of hemoglobin is less than the normal hemoglobin range, the person is known to have low hemoglobin levels and hence, needs to consult a doctor.

Here is the normal range of hemoglobin in blood for women, men and children:

Women: 12.1 – 15.1 gm/l

Men: 13.8 – 17.2 gm/l

Children: 11.0 – 16.0 gm/l

Undergoing a blood test can help you know if the hemoglobin levels are normal or not. Also, there are certain symptoms that can indicate low hemoglobin count in blood.

WHAT ARE THE SYMPTOMS OF LOW HEMOGLOBIN ?

Hemoglobin is a protein in the red blood cells that carries oxygen throughout the body.

In most cases, a slight decrease in the hemoglobin level does not cause any symptoms, which is the reason, most people do not consult a doctor.

Despite remaining unnoticed and untreated most of the times, low hemoglobin has its own peculiar symptoms that would help a practitioner identify the underlying cause.

Some of the key symptoms of low hemoglobin count are —

- * General weakness with fatigue
- * Shortness of breath
- * Dizziness accompanied by frequent nausea
- * Headache
- * Pale skin and brittle nails
- * Rapid heartbeat
- * Poor appetite
- * Effortless bruising and lack of clotting
- * Weak bones and joint pain
- * Sore tongue
- * Inability to focus and concentrate

HOW TO IMPROVE HEMOGLOBIN COUNT ?

Most cases of low hemoglobin count can be treated with simple lifestyle changes like eating a healthy and balanced diet and regular exercise.

In some cases, iron supplements and medications might be needed.

Here are few simple tips and home remedies to increase hemoglobin level in blood.

INCREASE THE INTAKE OF IRON-RICH FOODS

Some of the rich sources of iron are spinach, chicken liver, asparagus, meat, broccoli, green peas, beans, fenugreek leaves, seafood, ground beef, cauliflower and tomatoes.

Also, eat fruits rich in iron such as papaya, oranges, beetroot, pomegranate, banana, peach,

mulberries, apple, lychees, kiwi, guava, apricot, watermelon, strawberries, which provide the necessary iron naturally.

Including legumes (like soya, red kidney beans, chickpeas, black beans, lentils, fava beans, black eyed peas), dates, almonds, wheat germ, sprouts, Indian gooseberry, herbs (like nettle leaves, colocasia leaves), brown rice, whole grains and sesame seeds in diet can help you to keep your hemoglobin level in normal limits.

INCLUDE FOODS RICH IN VITAMIN C ALONG WITH IRON-RICH FOODS

Most people eat iron-rich foods but still fail to maintain normal hemoglobin count.

The reason being, iron present in food is not absorbed by the body.

Hence, including vitamin C is advised as it helps the absorption of iron in the body.

Foods that are rich in vitamin C are citrus fruits (like Indian gooseberry, oranges, lemon), strawberries, and dark leafy green vegetables.

INCREASE THE INTAKE OF FOLIC ACID

A B-complex class of vitamin, folate plays a key role in the production of red blood cells and lack of it not only lowers hemoglobin levels but also increases the risk of anemia.

Hence, foods rich in folic acid are advised for people with low hemoglobin count.

Folic acid is naturally found in green leafy vegetables, wheat germ, liver, fortified cereals, rice, peanuts, bananas, sprouts, broccoli, and dried beans.

Although folic acid supplements are available OTC, you should only take it after consulting a doctor.

The recommended dose of folic acid supplements is about 200-400 mg a day.

AVOID FOODS THAT BLOCK IRON ABSORPTION

Most of us are aware that calcium is a major iron blocker in the body.

Calcium supplements should be taken about an hour earlier or after iron intake as it hinders iron absorption in the body.

Other iron blockers are foods rich in tannins such as tea, coffee, wine, beer, cola and aerated drinks.

OPT FOR HIGH INTENSITY WORKOUT WHEN YOU EXERCISE

The role of exercise in maintaining the overall health is undisputed.

Exercise not only keeps you fit and healthy but also helps improve the blood circulation, aiding the production of hemoglobin.

Studies have proved that moderate to high intensity workouts can improve hemoglobin levels in people with iron deficiency anemia.

TAKE IRON SUPPLEMENTS ONLY AFTER CONSULTATION

Iron supplements are prescribed by physicians in case the hemoglobin level is very low.

The recommended dosage of iron supplements for men is 8 mg per day, while it is 18 mg a day for women.

For pregnant women, however, the dosage is 27 mg a day.

As a precautionary measure, one should not take more than 29 mg of supplements a day as it can lead to side effects like nausea, constipation and vomiting. In acute cases, it may even cause liver cirrhosis.

Remember That Hemoglobin Acts As The Oxygen Carrying Protein In The Making, It Is Important To Maintain The Blood Levels Of Hemoglobin Within The Permissible Limits And Any Changes In The Hemoglobin Count (Value Below Or Above It) Is Not Only Detrimental To The Health But Must Be Treated Immediately To Avoid Complications Like Nutritional / Iron Deficiency Anemia And Liver Disease.

Stay Healthy, Stay Happy Good Morning & Have A Good Day

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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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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OF INDIA**

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Kochi 682 009.

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Patna : Mr. Ravi Prakash Mishra

The Merchant Navy Officers Association

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Chouraha, Patna 800001. M: 7992325621

Email: muipatna@gmail.com

Tuticorin: Mr. V. Sathyanarayanan

Tuticorin Port Mariners' & General Staff Union,

Beach Road, Zone 'E' Extention 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 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**
-