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***VOLUME NO. 26, ISSUE NO. 04
April, 2026
TRAINING SHIP RAHAMAN
NHAVA***

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I. D. G. S. CIRCULAR / ORDER



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

DGS CIRCULAR 17 OF 2026

File No. 25-13012/1/2026-NT - DGS		Date: 29.03.2026
Authorised By: Chief Examiner of Master & Mates and Chief Examiner of Engineers.	Subject: Extension of validity of Certificates of Competency (CoC), Certificates of Proficiency (CoP) and other STCW certificates due to the prevailing security situation in the Middle East / West Asia region – reg.	
<ol style="list-style-type: none">1. The Directorate General of Shipping, Government of India, as the Maritime Administration, places paramount importance on the safety and welfare of Indian seafarers and the uninterrupted operation of vessels.2. In view of the prevailing heightened security situation in the Middle East / West Asia region and adjoining waters, it has been observed that certain seafarers presently serving onboard vessels may face difficulties in completing the renewal or revalidation of their statutory certificates due to operational and logistical constraints.3. Considering the force majeure circumstances arising from the ongoing conflict situation in the West Asia / Gulf region and with a view to facilitating seafarers presently serving onboard vessels, the Directorate has decided to grant a temporary extension of the validity of certain certificates held by seafarers, subject to the conditions specified below.4. Accordingly, the validity of the following certificates held by seafarers who are currently serving onboard Indian-flagged vessels or foreign-flagged vessels is hereby extended for a period of three (03) months from the date of expiry of the certificate or until the seafarer signs off from the vessel, whichever is earlier:<ol style="list-style-type: none">a) Certificates of Competency (CoC) issued to officers.b) Certificates of Proficiency (CoP) issued to ratings and trainees.c) Certificates of Proficiency for specialized operations including Tankers, IGF Code ships, Polar Waters operations, Passenger Ships, etc.d) Endorsements attesting recognition of a Certificate of Competency.		

5. The above extension of three (03) months from the original date of expiry shall also be applicable to certificates or documentary evidence in respect of the following STCW basic and advanced safety training courses:
 - a) Personal Survival Techniques (PST)
 - b) Fire Prevention and Fire Fighting (FPFF)
 - c) Personal Safety and Social Responsibilities (PSSR) Upgradation
 - d) Proficiency in Survival Craft and Rescue Boats (PSCRB)
 - e) Advanced Fire Fighting (AFF)
 - f) Medical First Aid (MFA)
 - g) Medical Care (MC)
6. This extension shall be applicable only to Indian seafarers who are serving onboard vessels as on the date of issuance of this circular and who are unable to complete the renewal or revalidation of their certificates due to the prevailing situation in the Middle East / West Asia region.
7. This measure is being issued as a temporary facilitative measure in view of the extraordinary circumstances arising from the prevailing security situation in the region. The Directorate will continue to monitor the situation and may issue further advisories or directions as considered necessary.
8. All shipping companies, RPSL agencies and seafarers are advised to take note of the above and ensure compliance.

This issues with the approval of the Competent Authority.



29.03.26

Capt. Ravi Singh Sikarwar

Nautical Surveyor-cum-DDG(Tech.)

Copy to:

1. All MMDs.
2. All Shipping Companies.
3. All RPSL Companies.
4. All Indian Seafarers.
5. E-Governance Cell – for uploading on DGS website.



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 23-CIR/3/2025-CREW-DGS (C. No. 34882)

Date: 07.04.2026

DGS Circular 21 of 2026

Subject: Safety Advisory for Indian Seafarers ashore, in Iranian ports, and onboard vessels at anchorages or operating in or around Iranian waters – reg.

In continuation of earlier advisories issued by this Directorate, Indian seafarers ashore in Iran (in hotels, guest houses, or accommodation arranged by shipping companies/local agents/Embassy) and Indian seafarers onboard vessels operating in or near Iranian waters are advised as follows:

- (i) Indian seafarers who are ashore in Iran must remain at their current location for the next 48 hours. They should remain indoors, avoid all electrical and military installations as well as upper floors of multi-storey buildings, and coordinate any highway movement strictly with the Embassy of India.
- (ii) Seafarers' onboard vessels shall remain on board and avoid any unnecessary travel ashore.
- (iii) All seafarers are advised to remain extremely cautious and always maintain heightened vigilance, in view of the prevailing security situation in the region.
- (iv) Seafarers are advised to remain calm, closely follow official updates issued by the Embassy of India in Tehran, and stay in continuous contact with company representatives.

2. The copy of the advisory issued by the Embassy of India in Tehran is enclosed for information, including emergency contact numbers of the Embassy.

4. Further, the 24×7 contact details of the DG Shipping Control Room are reproduced below for immediate assistance:

(i) DGS seafarers Support

Email: support.dgs@gov.in

WhatsApp / Mobile: +91 90040 48406 / +91 9004062624

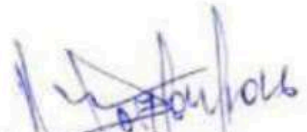
(ii) MMDAC (DG COMM CENTRE)

Email: dgcommcentre-dgs@nic.in

WhatsApp / Mobile: +91 8657549760 // +91 8657549752

Alternate Numbers: +91 22 22613606

This advisory is issued with the approval of the Competent Authority.


(Capt. P.C. Meena)
Dy. Director General of Shipping



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No.:25-104/30/2026-NT – DGS Comp No.
40226

Date: 30-04-2026

Authorised By:- Chief Examiner Master & Mates & Chief Examiner of
Engineers.

**Subject: Launch of the New Examination Module for the Merchant navy officers
and Data Migration to the New System**

DGS Circular 21 of 2026

1. In alignment with the Government of India's broader initiative towards comprehensive examination reforms, the Directorate General of Shipping is launching the new examination module developed by CDAC. To ensure the highest standards of transparency, security, and efficiency, the Directorate will be supported by the National Testing Agency (NTA) in the seamless conduct of these examinations towards issuance of certificate of competency of seafarers.
2. This is to formally notify all Mercantile Marine Departments (MMDs), Maritime Training Institutes, and seafarers that the data migration for the Nautical & Engineering Grade competency examinations, from the legacy e-governance & e-Pariksha system to the new module, is scheduled from 30th April 2026.
3. Consequently, to facilitate data transfer, the following links will no longer be available in the current e-governance and e-Pariksha system:
 - i. Application for Eligibility Assessment
 - ii. Qualifying Sea Going Service Assessment (QSS)
 - iii. Application for Booking Seat (Form 15)
 - iv. Transfer of Seat Booking Application
 - v. COC Application Module (Only in E-pariksha Module)
4. While examination bookings are temporarily paused during this downtime, all candidates are mandatorily required to ensure their seafarers profiles have been migrated and updated in the new e-Samudra module.

5. Seafarers who have not yet completed this process are advised to log in to the new e-Samudra Portal immediately using the following link: <https://esamudra.dgshipping.gov.in>. For the detailed login procedure and instructions on updating your profile, please refer strictly to the previously issued DGS Notice (File: 11-27036/1/2026-COMP – DGS (C-39720) dated 07-04-2026) which is annexed to this circular.
6. **All future eligibility assessments ,seat bookings, declaration of results and other examination-related processes for all Grades will resume exclusively on the new module using the below link.**

<https://exams.dgma.gov.in>


The services on the new module is expected to be made live by 6th May 2026. Any Change in this regard will be notified. The user manual for the new processes will be available on the above link.

7. Any difficulties encountered during the migration to the e-Samudra module, or any queries with respect to Eligibility Assessment and Seat Booking, can be sent via email to the respective support desks below:
- i. For Seat booking and Eligibility assessment: support-dgsexam@cdac.in
 - ii. For Seafarer profile on e-Samudra: dgs.support@gov.in

This is issued with the approval of the Chief Examiner Master & Mates & Chief Examiner of Engineers.

To:

- i. All Mercantile Marine Departments (MMDs)
- ii. All Seafarers.
- iii. All Maritime Training Institutes.
- iv. All Shipping Company
- v. INSA/MASSA/FoSMA/ICCSA/CMMI


30/04/2026
Capt. Mahadev Dhandhiya
Nautical Surveyor cum DDG Tech.

Annexure:

(DGS Notice (File: 11-27036/1/2026-COMP – DGS (C-39720) dated 07-04-2026)



भारत सरकार / GOVERNMENT OF INDIA
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DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File: 11-27036/1/2026-COMP – DGS (C-39720)

Date: 07-04-2026

NOTICE

Sub: Update of Seafarer Profile on new e-Samudra Portal – reg.

The Directorate General of Shipping is continuously undertaking digitisation and upgradation of its online systems to enhance efficiency and transparency.

2. In furtherance of this objective, migration of seafarer profile data from the existing system to the new e-Samudra Portal is being carried out.
3. In view of the above, all seafarers are hereby advised to verify and update their profile details on the new e-Samudra Portal to incorporate any necessary corrections or changes.
4. All seafarers shall log in to the new e-Samudra Portal using the link below:
<https://esamudra.dgshipping.gov.in>
5. Seafarers may login using the same email ID and mobile number registered at the time of initial registration. One-Time Password (OTP) for login shall be sent to the registered mobile number and email ID both.
5. The detailed procedure for registration and login is annexed herewith as *Annexure*. Upon migration to the new portal, seafarers may update their profile details, as required. The migration of seafarer profiles to the new portal shall be undertaken at the earliest available opportunity.
6. All certification services (CoPs/CoCs) available on the existing portal shall continue for the time being until their migration to the new portal, for which a separate intimation will be issued.
6. For any queries or technical assistance, seafarers may write to: dgs.support@gov.in
7. The new e-Samudra portal shall go live and be effective from 07-04-2026.
8. It is requested that this circular may be widely circulated to ensure awareness and compliance among all seafarers.

This is issued with the approval of the Nautical Advisor (I/c).

Praneet Choudhary
07/04/2026

Dy. Director General of Shipping

To: All Indian Seafarers

See annexure : [dgs-circ-21-of-2026-launch-of-the-new-examination-module-for-the-merchant-navy-officers-and-data-migration-to-the-new-system](#)

II. IMO NEWS

Online training under SMART-C women project expands opportunities for women in maritime

The IMO-Republic of Korea SMART-C Women Project is empowering women across the Asia-Pacific maritime sector through specialized online training – opening pathways to broader career opportunities and fostering a more balanced and diverse workforce.

In the largest cohort to date, 40 female maritime professionals from Indonesia, the Philippines, Sri Lanka, Timor-Leste & Viet Nam took part in the 2026 sessions (2-6 and 16-20 March). The training was run with specialist consultants and maritime experts from the World Maritime University (WMU) and focused on enhancing professional competencies and leadership skills and reinforcing efforts to promote a more inclusive and equitable maritime industry.

Speaking at the opening session, Ms Louise Proctor, IMO Thematic Lead on Gender Equality in Maritime, said: "Through the SMART-C Women Project, we aim to enhance women's participation and leadership in a sector undergoing rapid transformation, particularly in the areas of digitalization and decarbonisation." The session featured Ms Rubina Badoy of the Philippines, an alumna of the 2024 SMART-C Women cohort and the first recipient of a WMU scholarship under the programme. Ms Badoy outlined how the project had positively shaped her professional journey, inspiring this year's participants as they embarked on their training.

The training modules are structured around three core themes: Decarbonization, Digitalization and Gender Empowerment. They covered key topics including alternative energy solutions for the shipping industry, the IMO's greenhouse gas (GHG) emission reduction strategies, and key aspects of maritime digitalization, with particular attention to the Maritime Single Window, cybersecurity, and broader digital transformation initiatives.

The programme addressed gender-related challenges within the maritime sector, including cultural awareness, unconscious bias, and practical strategies to advance women's leadership and participation. Selected trainees from the online programme will be invited to attend an in-person training session in the Republic of Korea in October, where they will gain hands-on experience and further enhance the skills necessary for application within their home countries.

The SMART-C Women Project continues to provide a vital platform for women maritime professionals across Asia and the Pacific to enhance their competencies and advance their careers across the sector, through training, education, global networking, and the development of national master plans for women's empowerment in selected pilot countries.

IMO readies evacuation plan amid Hurmuz crises

The International Maritime Organization (IMO) is developing a humanitarian evacuation plan for thousands of seafarers stranded aboard vessels in the Persian Gulf, as tensions linked to the ongoing Iran–US conflict continue to disrupt one of the world's most critical shipping lanes. Speaking on the side-lines of Singapore Maritime Week, Secretary-General Arsenio Dominguez confirmed that around 20,000 seafarers on approximately 1,600 vessels are currently affected.

Shipping activity through the Strait of Hormuz has effectively come to a standstill following Iran's closure of the waterway amid escalating hostilities and a US-led blockade targeting Iranian ports. Normally handling about 120 vessel transits daily, the strait has seen traffic reduced to minimal levels, leaving hundreds of ships anchored and crews stranded in uncertain and potentially hazardous conditions.

The IMO's proposed plan prioritizes the safe evacuation of seafarers rather than cargo, with Dominguez emphasizing that "this is about the people." The evacuation would involve a phased departure of vessels based on factors such as crew endurance and time spent in the region. Any movement, however, is contingent on clear de-escalation, absence of active threats, and confirmation that the route is free from hazards such as naval mines.

The agency is also coordinating with regional stakeholders to ensure that the established Traffic Separation Scheme—originally adopted in 1968 by Iran and Oman—can be safely reinstated once conditions permit. Despite isolated vessel movements reported in recent days, uncertainty remains high, with both geopolitical tensions and the impending expiry of a fragile ceasefire complicating prospects for a swift resolution.

As negotiations remain stalled, the maritime industry continues to watch closely, with seafarer safety at the forefront of global concern.

III. ILO NEWS

Women's participation in India's maritime sector surges 340% since 2020 : Sarbananda Sonowal

Delivering the keynote address at the 10th Indian Ocean Dialogue in New Delhi, Sonowal highlighted "Nari Shakti" as a central pillar of India's maritime growth story. Union Minister Sarbananda Sonowal was joined by His Excellency, Dhananjay Ramful, Foreign Minister of Mauritius, and His Excellency, Waleed Mohammed Al-Qadimi, Minister of State of Yemen. "Through initiatives like 'Sagar Mein Samman', we are advancing dignity, inclusion and leadership opportunities for women in the maritime sector, which has seen a remarkable rise of about 340% since 2020," Sarbananda Sonowal said. "Under the dynamic leadership of Prime Minister Shri Narendra Modi ji, this transformation in the maritime sector is helping shape a more inclusive, resilient and future-ready workforce for the Indian Ocean Region."

The Union Minister positioned the surge in women's participation within India's broader maritime vision, combining economic growth with social empowerment. He noted that the "human element" remains central to India's maritime strategy, alongside efforts to enhance security, connectivity and sustainability. "The Indian Ocean is not just a geographic space, but a global lifeline," Sonowal said. "Its importance to global energy flows, trade and supply chains calls for stronger cooperation, resilience and inclusivity." Sonowal emphasized that India's maritime initiatives are aligned with the vision of Prime Minister Narendra Modi, including frameworks such as SAGAR (Security and Growth for All in the Region) and MAHASAGAR, aimed at strengthening regional cooperation and ensuring equitable growth. The 10th Indian Ocean Dialogue, hosted by India as Chair of the Indian Ocean Rim Association (IORA) for 2025–27, is themed "Indian Ocean Region in a Transforming World." The forum brings together ministers, policymakers, academics and industry leaders to deliberate on maritime security, blue economy, disaster risk management and women's empowerment.

Under India's Chair of IORA, the forum focuses on "Innovation, Openness, Resilience and Adaptability," with women's economic empowerment identified as a key cross-cutting priority area. Sonowal also highlighted India's role as a "net security provider" in the region, pointing to initiatives in humanitarian assistance, maritime surveillance and disaster response. Sonowal stressed that no single country can address maritime challenges alone and called for collective action rooted in transparency and respect for international law.

"India remains committed to working with all partners to advance a safe, secure and stable Indian Ocean Region," Sonowal said.

The Indian Ocean Dialogue (IOD), IORA's flagship Track 1.5 platform launched in 2014 in Kochi, convenes ministers, policymakers, academics and industry leaders to deliberate on key regional issues. IORA comprises 23 member states and 12 dialogue partners, focusing on economic cooperation and sustainable development in the Indian Ocean Region, with women's economic empowerment identified as a key cross-cutting priority alongside the blue economy. The 10th edition of the Dialogue, being held on May 7–8, 2026 in New Delhi, features dedicated sessions on maritime security, blue economy, disaster risk management, climate change and women's empowerment.

Hormuz tensions rise as Iran targets MSC vessels

Tensions in the Strait of Hormuz have intensified after Iran's Islamic Revolutionary Guard Corps (IRGC) Navy claimed it seized two MSC-affiliated containerships and fired upon a third, raising fresh concerns over maritime security in one of the world's most critical shipping lanes. The incidents come amid heightened geopolitical strain following the US Navy's recent interception of an Iranian-flagged vessel, further destabilizing the region.

According to Iranian authorities, the Panama-flagged *MSC Francesca* and the MSC-chartered *Epaminondas* were intercepted for allegedly operating without required transit permits and for tampering with navigation systems. Both vessels were reportedly directed toward the Iranian coast for inspection of cargo and documentation. However, conflicting reports have emerged, with the Greek Ministry of Shipping denying that the *Epaminondas* was seized, instead confirming that the vessel sustained extensive damage after being fired upon.

Maritime security sources, including UK Maritime Trade Operations (UKMTO) and Vanguard, indicated that the *Epaminondas* was attacked without prior warning, with gunfire causing significant damage to the navigation bridge. All crew members were reported safe. The vessel's master reportedly maintained that permission to transit had been granted prior to the incident, raising questions over the circumstances leading to the confrontation.

A third vessel, the UAE-linked *Euphoria*, was also targeted hours later but managed to continue its voyage toward the Gulf of Oman without damage. Meanwhile, AIS data suggests that both *MSC Francesca* and *Epaminondas* are currently drifting near the Iranian coast, with limited movement observed. These incidents underscore the growing risks faced by commercial shipping in the region, where strategic tensions and military actions continue to disrupt safe navigation and threaten the stability of global trade routes.

From complexity to control

The maritime industry has always operated in complex environments. Ships move across jurisdictions, regulations evolve constantly, and crews make decisions under pressure where time is limited. Yet one challenge has remained unchanged. Managing information at sea is often harder than managing operations. Today, artificial intelligence and automation are beginning to change that.

The Hidden Complexity of Maritime Operations

Behind every voyage lies a dense layer of documentation and compliance. Ship documents, safety procedures, inspection records, and regulatory frameworks such as SOLAS, MARPOL, and the ISM Code are central to daily operations. In practice, the issue is not a lack of knowledge. It is access. Crews often struggle to find the right information quickly, especially in high-pressure situations. This gap between information and action is where risk begins.

Why Traditional Systems Fall Short

Over the years, the industry has digitized much of its documentation. Files are stored, shared, and archived. But storage alone does not solve the problem. Information is often fragmented across systems. Documents are difficult to search in real time. Updates are not always consistent across vessels. As a result, crews rely on experience rather than systems when it matters most. This creates a disconnect between compliance requirements and real-world execution.

The Role of Automation

Automation is helping address this disconnect by bringing structure and consistency to maritime workflows. It can ensure that documents are updated and distributed across vessels without delay. It can trigger workflows for inspections, audits, and reporting. It can maintain audit trails without adding to the crew's workload. By reducing manual coordination, automation improves reliability. It allows crews to focus on operations instead of administration.

AI as a Decision Support System

Artificial intelligence adds a new layer of capability. It transforms static information into actionable insights. AI systems can retrieve relevant procedures instantly, interpret regulatory requirements, and identify compliance gaps before inspections occur. They can also analyze patterns across vessels and voyages to highlight risks early. In critical moments, the ability to access the right procedure within seconds can make a measurable difference. AI does not replace human judgment. It supports it with speed and context.

Connecting Shore and Ship

One of the long-standing challenges in maritime operations is the disconnect between shore teams and onboard crews.

Policies are often defined onshore but executed under very different conditions at sea. AI and automation help bridge this gap. Updates can be reflected across vessels in real time. Shore teams gain visibility into onboard operations. Crews can provide feedback that improves systems continuously. This alignment strengthens both safety and efficiency.

Challenges to Adoption

Adoption is not without hurdles. Legacy systems, varying levels of digital maturity, and resistance to change can slow progress. Technology must also work within the realities of maritime operations. It must be reliable, simple to use, and effective even with limited connectivity. Solutions that add complexity will not succeed. Practicality is critical.

The Road Ahead

The future of maritime operations lies in integrated systems that combine data, workflows, and intelligence. We will see systems that provide real-time guidance, support continuous compliance, and reduce reliance on manual documentation. Information will become easier to access, interpret, and act upon. The focus will shift from managing documents to enabling decisions. Maritime operations will always involve uncertainty. But the way we manage information does not have to. AI and automation offer a clear path to reduce friction, improve decision-making, and enhance safety. The organizations that adopt these technologies will not only improve efficiency. They will build resilience in an industry where resilience matters most.

IV. SHIPPING NEWS

Passengers from over 20 Countries evacuated after deadly Hantavirus outbreak kills 3 on Cruise Ship

Passengers and crew from more than 20 countries were evacuated from the cruise ship MV Hondius after a deadly hantavirus outbreak linked to the Andes killed three people and infected several others.

The Dutch-owned polar cruise vessel arrived off Tenerife in Spain's Canary Islands on Sunday, where authorities launched a large-scale evacuation and repatriation operation involving military aircraft, government-chartered flights and specialist medical teams.

Health authorities confirmed that six cases of hantavirus and two suspected cases had been linked to the outbreak. Three people died during the voyage, including two passengers who died on-board the vessel. The United States Department of Health and Human Services said all 17 American citizens aboard the ship were being flown back to the US.

One passenger had mild symptoms, while another tested mildly PCR positive for the Andes strain of hantavirus but did not show symptoms. Two passengers were transported in biocontainment units as a precaution.

The American passengers were flown to the Administration for Strategic Preparedness and Response Regional Emerging Special Pathogen Treatment Center at the University of Nebraska Medical Center in Omaha for assessment and monitoring.

Officials said one passenger would be taken to the Nebraska Biocontainment Unit while others would remain under observation in a quarantine unit.

French authorities also confirmed that one of five French passengers developed symptoms during the flight home. The passengers were placed in strict isolation after arriving in Paris.

British authorities arranged a chartered flight carrying 22 UK nationals from Tenerife to Manchester. The passengers were later transferred to Arrowe Park Hospital in Merseyside for quarantine and monitoring. Officials said none of the British passengers were showing symptoms.

Spanish passengers were the first group evacuated from the ship. They were flown to Madrid and transferred to Gómez Ulla Hospital. Separate flights later departed for the Netherlands, Germany, Belgium, Greece, Canada, Turkey and other countries.

Passengers were escorted from the ship in small groups by medical personnel wearing full-body protective suits and respirators.

Authorities established a controlled evacuation zone at Granadilla port in Tenerife, where passengers were moved directly from boats to buses and then to waiting aircraft.

WHO Director-General Tedros Adhanom Ghebreyesus said the public should not panic and stressed that the outbreak was not another Covid-like situation. Health officials said the risk to the general public remained low.

Officials explained that the Andes strain is the only known hantavirus that can spread between humans, although transmission usually requires very close contact. Hantavirus infections are normally linked to contact with rodent urine, saliva or droppings.

According to the WHO, the first known exposure may have occurred during bird-watching activities involving rodent contact earlier in the voyage.

The outbreak was reported to the WHO on May 2 after several passengers developed severe respiratory illness on-board.

At that time, the vessel carried 147 passengers and crew, although dozens had already left the ship during earlier stages of the voyage.

The first death involved a Dutch passenger who died on-board on April 11. His wife later died at a clinic in South Africa on April 26. A German passenger died on-board on May 2.

Two days later, hantavirus infection was confirmed in a passenger who had been medically evacuated to South Africa.

Authorities said passengers and crew had remained confined to their cabins for several days before the evacuation to reduce potential transmission on-board.

The WHO recommended that all exposed passengers undergo active monitoring and quarantine for up to 42 days because the incubation period for hantavirus can range from a few days to eight weeks.

Canadian authorities said four passengers returning to British Columbia would self-isolate for at least 21 days, with the possibility of extending quarantine to 42 days if necessary.

The Netherlands received one of the evacuation flights on Sunday evening carrying passengers from several countries, including India, Argentina, Portugal, Ukraine and the Philippines. Dutch authorities said returning passengers would self-quarantine for six weeks.

Meanwhile, 14 essential crewmembers remained on-board the vessel to continue its voyage to Rotterdam in the Netherlands. The ship is expected to undergo a full disinfection process on arrival.

Spanish authorities also confirmed that the body of one deceased passenger would remain on-board until the vessel reaches Rotterdam.

The outbreak also led to a medical response in the remote British overseas territory of Tristan da Cunha after a passenger who previously disembarked there developed a suspected hantavirus infection.

British military medics and medical supplies were parachuted onto the island due to its extreme isolation and lack of an airport.

Cape Verde authorities had earlier refused permission for the vessel to dock because of concerns about local healthcare capacity and the risk of wider transmission.

World's 2nd largest Ship-owner eyes shipbuilding, RORO terminals & logistics expansion in India

The world's second biggest ship owner by fleet size, Japan's Mitsui OSK Lines (MOL), is exploring opportunities to build RORO Terminals, strengthen inland logistics services and build ships in the country. President and CEO Jotaro Tamura said that MOL is 'open and positive' and with 13 ships sailing under the Indian flag, the company is presently the 4th biggest ship owner in India.

He added that the company needs to build confidence by understanding the needs of Indian yards and how it aligns with MOL's interests in India.

Presently, MOL's shipbuilding is concentrated in China, Japan and Korea and from a global viewpoint, it would be good to have another country to boost its shipbuilding capabilities.

He added that MOL would first need to understand the kind of ships which are suitable for the present stage of India's shipbuilding sector.

He also urged Indian shipbuilding companies to move in the right direction.

Tamura also underlined that it is impractical to start with high-specification or specialised ships in India, as he does not expect Indian shipyards to compete with the high-tech ships built in other countries.

India would develop these capabilities over time, he said, while arguing that bulk carriers could be a great way to boost ties between Indian shipyards and global fleet owning companies.

MOL currently utilises port facilities at India's Mundra, Pipavav, Mumbai, Ennore and Chennai to export cars from India, making it the biggest company in the country's car export market.

Tamura spoke on these lines by mentioning that car manufacturing is growing in India, not only to meet the domestic needs but also for export, and MOL wants to tap into this demand.

MOL also plans to enhance inland logistics services in the country, which have a lot of scope for development.

"We are planning to become more of a logistics solutions provider for our customers, and terminals and inland logistics are areas we want to enter," he added.

He called India a priority in the company's growth strategy and said that MOL would try to register more and more ships under the Indian flag, while acknowledging the Indian government's subsidy scheme to promote Indian flagging.

The Indian Ministry of Ports, Shipping, and Waterways has now extended the scheme by 5 more years after it expired.

China installs World's largest single-unit floating offshore wind power Platform

China has installed the world's largest single-unit floating offshore wind power platform in deep-sea waters off Guangdong Province.

The state-owned Three Gorges Group announced on May 3 that the 16-megawatt floating offshore wind platform, named "Three Gorges Navigator", was successfully installed in waters off Yangjiang in Guangdong Province on the evening of May 2.

The platform is located more than 70 kilometres offshore in waters deeper than 50 metres. It consists of a 16 MW wind turbine, a semi-submersible floating platform and a new mooring system.

Chinese officials described the project as a breakthrough in the country's floating offshore wind power technology.

The wind turbine has a rotor diameter of 252 metres and a swept area equal to around seven standard football fields. The maximum blade tip height exceeds 270 metres.

According to Chinese officials, the installation site faces difficult sea conditions, with waves exceeding 20 metres and wind speeds reaching 73 metres per second.

The system was designed to withstand super typhoons and continue operating safely in rough weather. Pan Hongguan, an offshore wind power engineer at the Guangdong branch of Three Gorges Group, said the project introduced several technologies and materials for the first time in China's offshore wind sector. These include a new mooring system, an active ballast system, an intelligent monitoring system and a domestically produced 66 kV dynamic submarine cable.

The semi-submersible floating platform measures about 80 metres in length and 90 metres in width, with a displacement of around 24,000 tonnes. It is secured to the seabed using nine suction anchors together with domestically produced polyester fibre cables and anchor chains.

The polyester fibre cables are being used for the first time in China's offshore wind industry.

The cables were designed with high elasticity and strength to absorb wave energy through elastic deformation, helping reduce the impact of waves on the platform structure.

According to Three Gorges Group, each cable can withstand a maximum tensile force of 1,300 tonnes while resisting corrosion and fatigue in marine conditions for long periods.

The project is also the first in China's offshore wind sector to use an active ballast system.

During operations, the system automatically adjusts water levels inside the platform's three pillar tanks to control the platform's movement and reduce sway caused by wind and waves.

Power generated by the turbine is transmitted ashore through a domestically produced 66 kV dynamic submarine cable.

The cable uses a waveform structure design and includes buoyancy blocks, gravity blocks and anti-bending protection devices to maintain operational safety under changing sea conditions.

Assembly of the floating platform was completed in late April at Tieshan Port in Beihai before it was towed to the installation site near Yangjiang. The anchoring work was completed on May 2.

Three Gorges Group said the "Three Gorges Navigator" is an upgraded version of the earlier "Three Gorges Leading Ship" floating wind project deployed in 2021.

The new platform has nearly three times the generation capacity of the previous system while reducing the cost per kilowatt by more than 50 per cent.

China currently has around 47 GW of installed offshore wind power capacity and plans to increase the figure to 100 GW by the end of 2030 as it continues expanding its offshore renewable energy sector.

Gujarat ship sinks in US-Iran attack: One Indian killed, 17 crew members rescued; was heading from Dubai to Yemen

In the accident, an **Indian crew member named Altaf Talab Ker**, who was working in the engine room of the ship, died, while the remaining 17 crew members were rescued.

Speaking to Bhaskar, **Adam Bhai, General Secretary of the Indian Sailing Vessels Association**, shared this information. He also sent an email to the Indian Embassy in Dubai, requesting help.

The cargo ship **MSV AL Faiz Noore Soleimani-I** was carrying cargo from Dubai to the Yemeni port of Mukalla. A total of 18 crew members, including one gunman, were on board. **Secretary Adam said – after the firing, the ship filled with water**

According to Adam Bhai, the ship was passing through the Strait of Hormuz at around 1 a.m. on May 7th. At that time, a firefight broke out between the Iranian and US navies. The Gujarati ship was also caught in the crossfire. The firing caused extensive damage to the ship, which began to fill with water, leading to its sinking. Altaf Talab Ker, who was in the engine room, was seriously injured and died on the spot. After the ship sank, the crew began their rescue efforts. Another vessel, **MSV Prem Sagar-I**, passing by, arrived to help. This ship safely evacuated 17 crew members.

All the rescued crew members arrived safely at Dubai Port late on May 8th. Adam Bhai also provided a video of the crew to Bhaskar. As soon as news of the incident reached Salaya, grief spread throughout the area and the fishing community.

Vessels Association seeks help from Indian Embassy

Following the accident, Adam Bhai, General Secretary of the Indian Sailing Vessels Association, immediately emailed the Indian Embassy in Dubai, informing them of the incident. He appealed for immediate intervention and humanitarian assistance. The association has demanded the last rites of the deceased crew Altaf Talab Ker, death certificate and safe return of the 17 crew who reached Dubai.

The association has demanded that the necessary administrative procedures for the funeral of the deceased, Altaf Talab Ker, be completed expeditiously. In addition, the death certificate and postmortem report be made available in coordination with the local administration. The process of repatriating the crew to India has been initiated.

National Union of Seafarers of India warns of Humanitarian Crisis for 20,000 Indian Seafarers amid Gulf tensions

The union said Indian seafarers aboard merchant vessels are increasingly exposed to missile and drone threats, operational restrictions, security alerts and mounting psychological stress as tensions intensify in the region. While the Strait of Hormuz remains technically open, voyages through the strategic shipping corridor have become high-risk operations marked by constant anxiety, disrupted sleep and heightened bridge surveillance.

Milind Kandalgaonkar, General Secretary-cum-Treasurer of NUSI, said the union is receiving continuous calls from distressed families seeking updates on the safety of crew members deployed in the conflict-prone waters. He noted that many Indian sailors are employed on foreign-flagged vessels, where accountability is often divided among ship-owners, insurers, flag states and local authorities, complicating emergency response and repatriation efforts. "Merchant navy personnel are civilian workers who continue to keep global trade moving despite limited protection," Kandalgaonkar said, highlighting the complex risks posed by missiles, drones, cyber disruptions, sanctions and insurance-related complications. To support affected crews, NUSI has activated its emergency assistance initiative, 'NUSI Sahara', which is handling distress cases related to safety, mental health, wage disputes, abandonment and repatriation. Meanwhile, India has enhanced naval presence in the region under Operation Urja Suraksha to monitor and safeguard Indian maritime interests in high-risk waters.

Safety mechanisms activated for seafarers amid West Asia tensions: Sonowal

The government is closely monitoring the evolving situation in the Middle East, Union Minister Sarbananda Sonowal said, adding that all necessary mechanisms have been activated to ensure the safety and welfare of seafarers and maritime assets.

The Middle East is facing military turmoil where the US and Israeli forces are at war against Iran, which has closed the Strait of Hormuz - a major passage for vessels.

The war has intensified since the killing of Iran's supreme leader Ayatollah Ali Khamenei, on Saturday, attacks carried out by the US.

Minister for Ports, Shipping and Waterways Sarbananda Sonowal on Tuesday chaired a review meeting to assess the prevailing security environment in the Persian Gulf and examine its implications for Indian maritime assets and personnel.

"We are closely monitoring the evolving situation and have activated all necessary precautionary, monitoring and coordination mechanisms to ensure the safety and welfare of our seafarers and the security of our maritime assets. We remain in constant touch with relevant national and international agencies and are prepared to respond swiftly to any emerging development," Sonowal said.

He said the government stands firmly with its seafarers and maritime stakeholders.

Sonowal said his ministry is prepared to extend all necessary operational, diplomatic and humanitarian support to safeguard Indian vessels and personnel and will continue active coordination with domestic and international stakeholders to protect India's maritime interests.

At least three Indian seafarers on board foreign-flagged vessels were killed and one was injured in the Middle East region, the Directorate General of Shipping said on Tuesday issuing an advisory for maritime operators to assess voyage-specific risks, amid escalated military actions involving the US, Israel and Iran that threaten disruptions of major trade routes.

Indian crew world's most abandoned seafarers in 2025, figures show

Indians are the most abandoned nationality of seafarers for the second consecutive year as 1,125 cases of abandonment were logged at the end of 2025, a UK-headquartered global union of transport workers has found.

The International Transport Workers' Federation (ITF) said that abandonment worldwide hit record levels last year as it released new data showing 6,223 seafarers abandoned across 410 ships.

The ITF welcomed the Indian government's "blacklisting" measures to protect its seafarers from ships as a result of repeat abandonments and other bad practices.

"It's nothing short of a disgrace that, yet again, we are seeing record numbers of seafarers abandoned by unscrupulous ship owners," said David Heindel, Chair of the ITF Seafarers' Section.

"Every day, all around the world, seafarers face horrific violations of their human and labour rights, all so that bottom-feeding companies can make a quick buck at their expense.

"It's very clear that this is a systemic issue in the industry and that means we need the entire industry to come together with seafarers and their unions to say, 'enough is enough', and take action together to end this crisis," he said.

Seafarer abandonment is defined by the International Maritime Organisation (IMO), headquartered in London, under three criteria: failing to cover the cost of a seafarer's repatriation; leaving a seafarer without necessary maintenance and support; unilaterally severing ties with a seafarer, including failure to pay contractual wages for a period of at least two months.

According to the ITF analysis, the worst region for abandonment was the Middle East, followed by Europe. The two countries where most ship abandons took place and the highest number of vessels on which abandonments occurred were Turkiye (61) and the United Arab Emirates (54) both of which were found to have significantly higher abandonments than any other country.

The ITF data, to be submitted in a report to the IMO ahead of its discussion at a legal committee meeting later this year, also shows that seafarers were owed a total of 25.8 million dollars in 2025 as a consequence of the abandonments. From this total, the ITF said it has recovered and returned 16.5 million dollars to seafarers.

"In 2025, we've yet again seen the worst year on record for seafarer abandonment. But this isn't just a story about numbers, these are the people the workers who keep our economy moving forward being forced into absolutely desperate situations, far from home and often without any clear resolution in sight," said ITF General Secretary Stephen Cotton.

"As we've long said, the solutions to abandonment lie in accountability in the shipping industry ensuring that ship owners can't dodge their responsibilities. The International Maritime Organisation must be given more power to play a coordinating role in eradicating abandonment," he said.

The union has been campaigning against the misuse of the 'Flags of Convenience' (FOC) system. An FOC vessel is one that flies the flag of a country other than the country of ownership, at the same time adopting the regulations set down by that flag.

FOC vessels feature prominently in its list of abandonments, with 82 per cent of the total abandoned vessels in 2025 found to be flying FOCs. The ITF estimates that around 30 per cent of the entire 1,00,000-strong global fleet of merchant vessels fly FOCs.

India reports the repatriation of 2,764 seafarers from the Gulf

India has reported that 12.96 lakh passengers (approximately 1.2 million) have returned from West Asia since 28 February, while more than 2,764 Indian seafarers, including 24 in the past 24 hours, have been safely repatriated from across the Gulf region.

Amid the evolving situation in West Asia due to the conflict in Iran and surrounding waters, the Government of India continues to remain actively engaged in ensuring preparedness and operational continuity. As reported by local media, the Ministry of Ports, Shipping and Waterways has implemented necessary safeguards to protect Indian vessels and seafarers operating in the region.

It also continues to work closely with the Ministry of External Affairs, Indian missions and maritime stakeholders to ensure seafarer welfare and the smooth functioning of maritime operations. According to the Ministry, all Indian seafarers in the region are currently safe, and no incidents involving Indian-flagged vessels have been reported in the past 24 hours.

The Directorate General of Shipping (DG Shipping) Control Room has handled 7,755 calls and over 16,518 emails since its activation, including 57 calls and 192 emails in the past day.

V. HEALTH ZONE

Coping with conflict: A guide for seafarers and their families

When geopolitical conflict affects seafarers and their families, the emotional toll can be enormous. From managing stress and anxiety at sea to supporting loved ones waiting at home, this guide walks you through what you can do to protect your mental health and wellbeing during uncertain times.

Life at sea is challenging at the best of times. During periods of geopolitical tension or conflict, it can feel even harder, with uncertainty hanging over your safety, your ability to return home, and the wellbeing of the people you love. If you are feeling the weight of that right now, you are not alone. Many seafarers and their families are navigating the same fears and worries.

Here are some things you can do to look after yourself and cope during this time:

Recognise that your reactions are normal

Feeling worried, tense, or distracted is a completely natural response to an uncertain situation. You may also notice changes in your sleep, your ability to concentrate, or your mood. These are all common reactions when people feel unsettled or fearful about what lies ahead.

Try not to judge yourself for feeling this way. Remind yourself that these reactions make sense given what you are facing, and that many people around you are experiencing something similar. If worries start to build up, talk to someone you trust, whether that is a crewmate, a friend, or a family member. A problem shared really is a problem halved.

Focus on what you can control

The conflict itself, and the global events unfolding around it, are outside your control. Trying to monitor every development can quickly become exhausting and overwhelming. Instead, focus your energy on what you can control today: your duties, your routines, and your own wellbeing.

Some practical steps that can help:

- Keep a simple daily structure, with regular meals, rest, and your usual responsibilities.
- Take things one step at a time rather than thinking too far ahead.
- Limit how often you check the news. Once or twice a day, at set times, is enough. Checking constantly rarely helps and often makes anxiety worse.
- Rely on verified updates from trusted, official sources rather than rumours or social media speculation.
- Keep an eye on messages from your union or shipping company for the latest guidance about your situation.

Calm your body when stress rises

You may have just read an alarming news article or found yourself momentarily overwhelmed by the stress of managing life at sea. If you notice tension in your body, racing thoughts, or a wave of anxiety, here are some practical ways to ground yourself and move forward with care:

- Pause and take a few slow, steady breaths. Close your eyes if it helps, bring your attention to your breathing, and return your focus gently to your breath if your mind wanders.
- Remind yourself: I am doing everything I can to take care of myself and my family. I am doing my best.
- Move your body. Some people find that physical activity, such as sport or the gym, helps them process stress. Others prefer gentler movement, like stretching or flexing and releasing the muscles to ease tension.
- Take short breaks from news or stressful conversations when you feel overwhelmed.
- Focus your attention on something immediately around you, what you can see, hear, or feel in this moment.
- Do something that usually helps you relax, whether that is listening to music, prayer, quiet reflection, or connecting with what you are looking forward to when you return home.
- If you are religious, lean on those passages, songs, or practices that connect you to your faith.

Seafarers – Look out for each other

Your crewmates are living alongside you through this, facing many of the same pressures and uncertainties. You can be a source of strength for each other, and leaning on one another is not a sign of weakness; it is one of the most effective things you can do.

- Check in with a crewmate. A simple “How are you doing?” can make a real difference.
- Share more about how the situation has affected you.
- Spend time together during meals or breaks rather than isolating yourself.

- Listen with patience if someone wants to talk about how they are feeling.
- Notice if someone seems withdrawn and gently reach out to them.
- Small acts of support, kindness, or humour can lift morale more than you might expect.
- There is no conversation too big or too small. All of them help you and your crew feel more connected, understood, and better able to cope.

Stay connected with loved ones

Staying connected with family and friends at home is one of the most important things you can do for your wellbeing during uncertain times. Some seafarers worry about burdening their families with their fears, but staying in meaningful contact also helps your loved ones at home feel reassured about your safety. Both things matter.

If your loved one is at sea, being separated from them is always challenging, but it can be especially difficult to manage the emotional impact when there are global events that might affect their safety.

When you connect:

- Try to maintain your normal routine for checking in or agree a regular time to speak.
- Share calm, factual updates when known, rather than speculation or rumour.
- Keep the conversation focused on the present – try not to dwell on future worries or revisit past anxieties.
- Be honest about how you are feeling and leave space to really hear how they are feeling too.
- Stay calm and understanding of each other's fears.
- End with gratitude and appreciation for each other. This can strengthen your relationship even while you are apart.
- Focus on what connects you: what is happening at home, what the children have been up to, what meals are planned.

For families: if you are worried about your loved one on board, try to keep to the agreed times for contact rather than messaging on impulse after reading difficult news. You can also look after yourself by sharing worries with friends or relatives and leaning on community support so you don't feel isolated.

When to seek more support

Common reactions to uncertainty include worry, fear, irritability, difficulty sleeping, and feeling unsettled. These are normal, and most people find they ease as the situation stabilises.

However, if you are experiencing intense feelings that are making it hard to carry out your normal daily duties, or you are struggling significantly with sleep, eating, or taking care of yourself, it may be time to reach out for more support.

You can speak to someone through ISWAN's 24/7, free of charge and confidential helplines at any time. No matter how hard you are finding things right now, remember you are not alone. Visit iswan.org.uk/get-support or use any of the contact details below. We are here to listen – about anything, anytime.

If you are worried about a loved one who is at sea, please also remind them that we are here for them and encourage them to get in touch.

VI. ARTICLE INDEXING

HC orders release of 50 seafarers stranded on 3 ships off Mumbai coast for 3 months

The Bombay High Court on Tuesday ordered the release of around 50 Indian seafarers who were stranded on three arrested ships off the city's coast since early February with limited food and water supply.

A division bench of justices Ravindra V Ghuge and Hiten S Venegavkar also slammed the owners of the three ships—MT Asphalt Star, MT Stellar Ruby, and MT Al Jafzia—for “prioritising money over human lives,” noting that the crew had been surviving on only 300 ml of water per day and minimal food.

“Your conduct doesn't value human life. If you don't give them adequate water, their kidneys will fail. Your money will come and go; you're a rich man. For them, life comes only once,” the bench said.

The Indian Coast Guard had intercepted the three ships off Mumbai's coast on February 4 after they were allegedly found to be engaged in unauthorised ship-to-ship (STS) transfer operations. Following the interception, the ships' owners allegedly abandoned the vessels, leaving the crew stranded for over three months.

Seven of the stranded seafarers filed a habeas corpus petition in the high court on April 22, challenging their “unlawful and continued confinement” for nearly three months. The petition highlighted the “extreme dire” and “dehumanising” conditions the seafarers were living in, saying they were “victims of a high-seas humanitarian crisis”.

The petitioners stated that their food and potable water stocks were nearly exhausted, forcing them to survive on just 300 ml of water per day. They were also allegedly forced to cook with seawater and burn wood for fuel because there was no electricity or fresh supplies on board.

During the hearing on Tuesday, the seafarers told the court that due to the absence of electrical power, there is no lighting, no functioning of essential equipment, no mechanical ventilation in the living quarters, and no refrigeration facilities available for the preservation of perishable food items. “The conditions amount to cruel, inhuman, and degrading treatment,” they said.

The petitioners, represented by advocate Rakesh Tiwari, also stated that they have “no role, knowledge, involvement” in the alleged acts of the ships' owners and are being “unjustly subjected to the consequences arising therefrom”. They sought urgent judicial intervention for their immediate release from unlawful confinement and directions for their sign-off, disembarkation, and repatriation.

Allowing the plea, the court remarked that the situation has reached its “boiling point”, triggering a natural instinct to survive. It asked the seafarers, who were present in court, whether they wanted to return to their vessels; all 50 of them unequivocally refused. “Since all of them are adults, we cannot detain them or compel them to go back,” the court observed, before directing the Yellow Gate police station to complete the formalities and release them.

While the vessel owners sought time to arrange a replacement crew, the court refused to delay the seafarers' release, stating that a person cannot be left without food and water. “We can't hold them. Now, the owner has to decide how the ship is to be taken care of. We are constitutional courts; we cannot ignore this. We will release them; you take your own recourse,” the court concluded.

Survived on boiled seawater: Seafarer

Nasiruddin Mujibar Rahaman Mandal, 28, one of the stranded seafarers who was present in court on Tuesday, told HT that the entire crew had been forced to survive on extreme scarcity for months. “We were using seawater to bathe and clean. Between the last week of February and the first week of March, we were provided with only 180 litres of drinking water, which was shared among 18 crew members for two months. Later, when the water got over, we were forced to boil seawater for consumption, which further led to severe abdominal illnesses among some of us,” he said. Mandal said that due to fuel shortage, the generators could not run, making cooking impossible. “The crew largely survived on limited supplies and ate only chapatti and pickles for months. With no diesel, we had to resort to burning wood to cook a single meal a day. We suffered a lot,” he added. He also stated that his daughter got married on April 25, but he could not attend her wedding due to the ongoing investigation. “Initially, the wedding was postponed because of me. But it eventually took place without me,” he said, adding that their communication with families and lawyers was also restricted as their mobile phones could not be sufficiently charged. “We could use one generator only for 30 minutes a day, when we would charge our phones to communicate with the company and the lawyer. However, we never received any help from the authorities. The whole crew has suffered a lot, but now we are just happy the court has granted us relief and given us our freedom,” he said.

VII. NEW PUBLICATION

JUST PUBLISHED

TITLE	Published date
Model Course: Actions to be Taken to Prevent Acts of Piracy and Armed Robbery, 2026 Edition (digital only)	27 April 2026
IGF Code, 2026 Edition (digital only)	27 April 2026
COLREG, 2026 Edition (digital only)	21 April 2026
IGF Code, 2026 Edition	20 April 2026
IGF Code, 2026 Edition (digital only)	17 April 2026
IGF Code, 2026 Edition (digital)	26 March 2026
COLREG, 2026 Edition	24 March 2026
IAMSAR Manual Volume II, 2025 Edition	16 March 2026
IMSBC Code, 2025 Edition	16 March 2026
COLREG, 2026 Edition (digital only)	13 March 2026
COLREG, 2026 Edition (digital only)	9 March 2026
New IMO-Vega release	2 March 2026

FUTURE PUBLICATION

TITLE	Planned delivery
Procedures for port State control, 2026 Edition (digital)	May 2026
Instruments related to procedures for port State control, 2026 Edition	May 2026
Model Course 3.05: Survey of fire appliances and provisions (digital only)	May 2026
London Convention and London Protocol, 2026 Edition (digital)	June 2026
FSS Code, 2026 Edition (digital)	June 2026
FSS Code, 2026 Edition (Printed)	July 2026
Model Course 1.37: Chemical tanker cargo and ballast handling simulator	August 2026

QUOTES !

Home after a long contract is disorienting in the best way. Everything is the same and nothing is quite where you left it.

“A sailor’s journey is not defined by the destination but by the strength of character forged along the way.”

“The true voyage of a sailor lies not in seeking new landscapes but in embracing new perspectives.”

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Any suggestions for improvement in quality of this Bulletin will be highly appreciated.

Editor

Mr. Ram Chandra Pollai, Librarian