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***VOLUME NO. 26, ISSUE NO. 03
March, 2026
TRAINING SHIP RAHAMAN
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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

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

Date: 28.02.2026

Advisory

DGS Circular 09 of 2026

Subject: Urgent Advisory to Indian Seafarers and Shipping Stakeholders in view of escalating situation in Iran – reg.

Reference is made to the advisory issued by the Ministry of External Affairs (MEA) dated 14.01.2026, wherein Indian nationals were strongly advised to avoid travel to Iran until further notice, citing the deteriorating security situation and continuing protests in the country. Further, the Embassy of India, Tehran advised Indian citizens currently in Iran to leave the country at the earliest using available means of transport, including commercial flights, as conveyed through its official communication and social media advisory. Copy of the same is enclosed.

2. In view of the above, DG Shipping issued advisory vide **DGS Circular No. 01 of 2026 dated 14.01.2026**, advising all Indian seafarers, RPSL companies, shipping companies, trade unions and maritime stakeholders including INSA, FOSMA, MASSA, etc., to closely monitor the safety, security and status of Indian crew members onboard vessels operating in Iranian waters or nearby regions. Indian seafarers currently in Iran were advised to strictly follow advisories issued by MEA and the Embassy of India, Tehran from time to time. Further, all RPSL companies and shipping companies were advised not to deploy or send Indian seafarers to Iran until further orders.

3. Subsequently, based on the **revised advisory issued by MEA dated 23.02.2026 reiterating the advisory of 14.01.2026**, DG Shipping circulated the MEA advisory and further disseminated the same through all official social media handles of DG Shipping. All Indian-flagged vessels and Indian seafarers onboard foreign flag vessels calling at ports of Iran or transiting through the **Strait of Hormuz** were advised to exercise utmost caution while operating or navigating through the region, keeping in view the prevailing security situation.

4. It is now reported that Israel has carried out pre-emptive strikes in Tehran and other areas in Iran, leading to further escalation of the situation.

5. In view of the urgent developments and the possibility that Indian seafarers may be trapped, stranded, or otherwise affected, the following directions are issued with immediate effect:

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6. Indian seafarers presently in Iran, including those awaiting joining of vessels or awaiting wages/safe repatriation after sign-off, are requested to:

- a) Remain vigilant and avoid unnecessary movement ashore.
- b) Strictly follow advisories issued by the Embassy of India, Tehran and MEA; and urgently register their details online or through parents/family members with the Embassy of India, Tehran.
- c) Adhere to safety protocols advised by local authorities.
- d) Coordinate through RPSL companies / Shipping Companies / Trade Unions / local agents to facilitate safe departure from Iran, wherever feasible.

7. All RPSL Companies / Shipping Companies / Ship Owners / Managers / Agents / Seafarers' Unions / and all other stakeholders are hereby requested to urgently submit details of all Indian seafarers currently in Iran, Iranian waters or nearby areas to the Crew Branch at:

- crews-dgs@gov.in
- dgcommcentre-dgs@nic.in
- pcmeena-dgs@gov.in

7. All stakeholders are requested to regularly monitor official updates issued by:

- a) Directorate General of Shipping – www.dgshipping.gov.in
- b) Ministry of External Affairs – www.mea.gov.in
- c) Embassy of India, Tehran – Official communications and social media handles.

5. For assistance or emergency queries, the DG Communication Centre may be contacted at:

MMDAC (DG COMM CENTRE)

Email: dgcommcentre-dgs@nic.in

WhatsApp: +91 8657549760

Alternate Numbers: +91 22 22613606 / +91 8657549760 / +91 8657549752

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


28.02.2026
(Capt. P.C. Meena)

Dy. Director General of Shipping

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See for advisory : 202602280350302245017Final_Crewbranchadvisory_09of2026-reg



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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: 06.03.2026

Updated Advisory

DGS Circular 10 of 2026

Subject: Safety Advisory for Indian Seafarers and Shipping Stakeholders Operating in the Persian Gulf, Strait of Hormuz and Adjacent Waters – reg.

Reference is made to the earlier advisories issued by this Directorate. Further, considering the recent attacks on merchant vessels in the Persian Gulf and during transit through the Strait of Hormuz, where vessels have reportedly been targeted by boats carrying drones, missiles and other asymmetric attack systems, the security situation in the region remains extremely sensitive and dangerous.

2. Recent incidents have highlighted the serious and evolving nature of threats faced by merchant vessels operating in the region. In one such incident, two seafarers were trapped inside the accommodation area when fire engulfed the accommodation from both sides. The only possible escape route was through the front portholes of the accommodation; however, it appears that there may not have been adequate provisions or equipment available to break the glass panels for emergency escape.
3. In another incident, a boat-mounted drone attack struck the engine room area, resulting in one seafarer being trapped inside the engine room without adequate time to escape or evacuate the compartment. In a separate but similar incident, another merchant vessel was attacked, which caused significant structural damage to the vessel's ballast tank and resulted in penetration of the adjacent cargo tanks.
4. These incidents underline the serious nature of evolving asymmetric threats such as drone attacks, missile strikes, and small craft-based attacks targeting merchant vessels operating in the region.
5. The Directorate General of Shipping is closely monitoring the evolving security situation in coordination with relevant national and international agencies, including maritime security authorities, Indian Missions abroad, and other stakeholders to ensure the safety and welfare of Indian seafarers.

...2/-

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6. In view of the heightened maritime security risks, all Indian seafarers working on board vessels operating in the Persian Gulf, Strait of Hormuz, Gulf of Oman and nearby waters are advised to always maintain continuous vigilance and heightened situational awareness.

7. Masters and crew members are requested to ensure that a round-the-clock watch is maintained all around the vessel and in its vicinity in accordance with the provisions of the ISPS Code, particularly for suspicious small craft, unidentified boats, drone activity, missile threats, or any unusual movement around the vessel. Any suspicious activity or security concern should be reported immediately through the established reporting channels to ensure timely response.

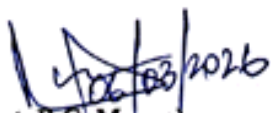
8. Further, all RPSL companies and shipping companies, as communicated earlier, having their seafarers or vessels operating in the region are required to establish a 24x7 emergency contact mechanism to ensure immediate communication and assistance during crisis situations. These contact points should remain accessible to the families of seafarers for timely information and support, and companies are also required to maintain close liaison with the Indian Missions and Consular authorities in the respective countries to facilitate prompt assistance during distress situations.

9. Considering the prevailing security environment and the possibility that seafarers and their families may experience anxiety or panic during such incidents, companies are further advised to make arrangements for psychological counselling support, where necessary. Shipping companies and RPSL agencies may consider establishing such support mechanisms either through in-house arrangements or by liaising with professional counselling agencies, so that seafarers and their families can receive appropriate guidance and reassurance during distress situations.

10. All stakeholders including ship owners, operators, RPSL companies, masters and seafarers are therefore advised to maintain heightened vigilance, ensure crew preparedness for emergency situations, and strictly comply with all maritime security advisories issued by the Directorate General of Shipping from time to time.

11. Continuous vigilance, preparedness and timely reporting remain essential to mitigate risks and safeguard the lives of seafarers and the safety of vessels operating in the region.

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


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

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नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

DGS CIRCULAR 13 of 2026

File No. 25-104/4/2026-NT – DGS Comp no. 38720		Date: 09.03.2026
Authorised By: Chief Examiner of Master & Mates	Subject: Implementation of Amendments to the STCW Convention, 1978, as amended, related to Ships Operating in Polar Waters (Regulation V/4) (MSC.416(97) & MSC.417(97)) reg.	
Issued By: Nautical Wing EAC Branch.	DGS STCW CIRCULAR 03 of 2026	
1. The Directorate General of Shipping remains firmly committed to upholding maritime safety and promoting professional excellence in the maritime sector. The International Maritime Organization (IMO) periodically amends the STCW Convention to address emerging challenges and evolving requirements in the maritime sector. As a proactive member state, India places a high priority on the timely implementation of these instruments. 2. The purpose of this Circular is to notify implementation of the 2016 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, adopted by the Maritime Safety Committee (MSC) of the IMO via Resolutions MSC.416(97) and MSC.417(97). These resolutions explicitly prescribe the basic and advanced training requirements under Regulation V/4 paragraphs 2 and 4 of the STCW Conventions. 3. In pursuance of the above, a new Section A-V/4 has been added to the STCW Code. Consequently, the following competency tables are hereby notified: (a) Annexure-A: Specification of minimum standard of competence in basic training for ships operating in polar waters (Table A-V/4-1). (b) Annexure-B: Specification of minimum standard of competence in advanced training for ships operating in polar waters (Table A-V/4-2). 4. Every Master, Chief mate and officer in charge of a navigational watchkeeping serving on ships operating in polar waters shall successfully complete Basic Training for Ships Operating in Polar Waters as specified in Annexure A.		

5. Masters and Chief Mates serving on ships operating in polar waters shall successfully complete Advanced Training for Ships Operating in Polar Waters as specified in **Annexure B**.
6. Every candidate for a certificate in basic training for ships operating in polar waters shall have completed an approved basic training for ships operating in polar waters and meet the standard of competence specified in section A-V/4, paragraph 1, of the STCW Code.
7. Every candidate for a certificate in advanced training for ships operating in polar waters shall:
- (a) Meet the requirements for certification in basic training for ships operating in polar waters;
 - (b) Have at least two (2) months of approved seagoing service in the deck department, at management level or while performing watchkeeping duties at the operational level, within polar waters or other equivalent approved seagoing service; and
 - (c) Have completed approved advanced training for ships operating in polar waters and meet the standard of competence specified in section A-V/4, paragraph 2 of the STCW Code.
8. This Circular supplement and clarifies NT/EXAM Circular No. 02 of 2018 and shall be read in conjunction with DGS (NT/ENG) Circular No. 18 of 2025. The transitional provisions for candidates shall be in accordance with NT/EXAM Circular No. 02 of 2018.

This issues with the approval of Chief Examiner of Master and Mates.


09/03/26
Capt. Ravi Singh Sikarwar
Nautical Surveyor-cum-DDG(Tech.)

Enclosures:-

Annexure-A- Specification of minimum standard of competence in basic training for ships operating in polar waters.

Annexure-B- Specification of minimum standard of competence in advanced training for ships operating in polar waters.

Copy to:

1. DGS Secretariat
2. Nautical Advisor to the Government of India
3. All Maritime Training Institutes (MTIs)
4. All RPSL Companies
5. INSA / MASSA / FOSMA / ICCSA
6. Computer Cell – for uploading on the DGS website.

See for Annexure : 202603091247017362514DGSCir13 of 2026



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DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.20-11/4/2024-TRG - DGS

Date: 20.03.2026

DGS Order No. 3 of 2026

Subject: Mandatory Comprehensive Inspection Programme (CIP) for all DGS approved Maritime Training Institutes

Reference:

- a) DGS Order No.23 of 2014 dated 29.12.2014
- b) DGS Order No.04 of 2016 dated 12.09.2016
- c) DGS Training Circular No.33 of 2018

I. Background

1. The Merchant Shipping (STCW) Rules, 2014 under Rule 75, authorizes the Director General of Shipping, Govt. of India to supervise and monitor all matters related to the training, assessment and certification of seafarers under the Merchant Shipping Act, 1958 as amended, to ensure that such training programmes are structured in accordance with the provisions of STCW Convention and the STCW Code, as amended.
2. Whereas, a Comprehensive Inspection Programme (CIP) for Maritime Training Institutes (MTIs) was conceptualized for standardizing quality, ensuring STCW compliance, and providing transparency for seafarer training, benefiting cadets, employers, and the nation by boosting global maritime standards through graded assessments of faculty, infrastructure, and student outcomes, fostering self-regulation, and aligning with international best practices. The Directorate General of Shipping (DGS) has issued the following directives for implementation of the CIP:
 - A. DGS Order No.23 of 2014 dated 29.12.2014 mandating conduct of the Comprehensive Inspection Programme (CIP) for Maritime Training Institutes (MTIs) undertaking Competency courses.

- B. DGS Order No.04 of 2016 dated 12.09.2016 for the conduct of the Comprehensive Inspection Program (CIP) of Maritime Training Institutes (MTIs) conducting pre-sea training.
 - C. DGS Training Circular No.33 of 2018 dated 16.11.2018 for the conduct of Comprehensive Inspection Program (CIP) for Maritime Training Institutes (MTI) conducting basic five STCW courses and / or post-sea modular courses (excluding competency courses).
3. Further, DGS Training Circular No. 01 of 2024 dated 19.02.2024 mandates the collection of details of Shipboard training by the Recognized Organization (RO) before conducting the comprehensive Inspection Program (CIP) from the DGS E-governance system, for uniformity in the CIP process by all inspecting authorities.
 4. Noting the Maritime Administration under Regulation I/6 - Training and assessment - of the STCW Convention is required to ensure that the training and assessment of seafarers, as required under the Convention, are administered, supervised and monitored in accordance with provisions of Section A-I/6 of the STCW Code.
 5. The Director-General has the power to administer, supervise and monitor all activities relating to maritime education, training and assessment. No maritime training institute can operate or conduct any training course in India unless it has been granted approval by the Director-General.
 6. The DGS maritime training institutes are required to function under the control and monitoring mechanism of the Directorate General of Shipping, its field offices and the Recognized Organizations (RO) undertaking the CIP certification.
 7. Noting that Maritime education and training in India were earlier imparted predominantly through Government training institutes. However, following the opening of the maritime training sector to private training institutes in the 1990s, a large number of maritime training institutes have been set up all over the country, offering pre-sea and post-sea maritime training in various streams /disciplines.
 8. Recognizing that in an increasingly competitive global scenario, for employment of Indian seafarers, it is essential that quality maritime education and training is imparted to them, thereby enabling India to maintain its position as a preferred maritime manpower supplying nation.
 9. The DGS recognizes that maritime training & education must remain dynamic and keep pace with technological advancements and it is therefore ineluctable that the monitoring process employed by the administration are reviewed on a regular basis.

10. The review of the existing processes has indicated that the paradigm of inspection of maritime training institutes needs a qualitative improvement. Integrating the three existing Orders/Circulars referred above into a single comprehensive Order will significantly enhance regulatory efficiency, clarity, and compliance consistency across all Maritime Training Institutes.
11. Accordingly, the Directorate General of Shipping, Govt. of India has developed the Comprehensive Inspection Program (CIP), by integrating & upgrading the existing inspection processes, while introducing an effective grading mechanism for the Maritime Training Institutes (MTIs). To achieve these objectives, necessary guidelines and assessment checklists, identifying such structured and objective parameters against which every such institute will be graded, on an annual basis, have been formalized.
12. The Mercantile Marine Department (MMD) or the authorized Recognized Organizations shall carry out such inspection and certification of maritime training institutes under these revised guidelines. Further, the grading of the MTI offering pre-sea training courses shall not be issued directly by the RO after completion of the CIP but shall be issued only after confirmation is obtained from the Principal Officer of the jurisdictional MMD.
13. The maritime training institutes shall also be subject to un-scheduled inspections by the Directorate General of Shipping, Govt. of India and/or its field offices, as may be required. Based on the report of such un-scheduled inspection, the Directorate General of Shipping, Govt. of India, can downgrade the grading of the institute concerned / rescind the course approval as the case maybe, albeit objectively and under due process.
14. This Order is issued under the powers conferred under Rule 75 [Chapter IX] of the Merchant Shipping (Standards of Training, Certification & Watch Keeping for Seafarers) Rules, 2014, as amended and comes into effect from the date of issue.



(Shyam Jagannathan)
Director General of Shipping

See for Annexure : 202603200619407563581 DGS OrderNo3 of 2026

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 decarbonization." 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.

Strait of Hormuz: "Fragmented responses are no longer sufficient," says IMO Secretary-General

The Secretary-General of the International Maritime Organization (IMO) Mr. Arsenio Dominguez has urged States to support diplomatic efforts to secure the evacuation of around 20,000 seafarers still stranded in the Persian Gulf, and enable humanitarian corridors for urgent assistance.

During a virtual meeting for Foreign Ministers from more than 40 countries hosted by the United Kingdom's Foreign, Commonwealth and Development Office (FCDO) to discuss the situation in the Strait of Hormuz, Secretary-General Dominguez called on all Parties to respect the rights and freedoms of navigation and stressed the paramount importance of the safety and wellbeing of seafarers.

He emphasized the need for de-escalation and operational maritime solutions rather than purely military approaches.

Safe passage for seafarers

Ongoing discussions are being held by the IMO Secretary-General and representatives from the relevant States on the development of a safe passage framework to evacuate seafarers currently stranded in the Persian Gulf.

Support from coastal States

IMO is engaging States in the region that have stepped forward to secure supply lines to ships and facilitate humanitarian access for seafarers. Focal point information is available on IMO's dedicated [webpage](#).

Supporting industry coordination

IMO maintains close communication with industry bodies (BIMCO, ICS, ITF, INTERTANKO, WSC and others) to share information and coordinate action where necessary.

III. ILO NEWS

Chinese Captain of shadow fleet tanker jailed in France after failing to comply with Naval orders

A French court has sentenced the captain of a suspected Russian “shadow fleet” tanker to one year in prison and issued an arrest warrant after he failed to comply with naval orders to stop his vessel. The ruling was delivered by a criminal court in Brest against 39-year-old Chinese national Chen Zhangjie, who was tried in absentia as he remained at sea during the proceedings. The court also imposed a fine of €150,000.

The captain was in charge of the tanker Boracay when French forces intercepted it in September 2025 in international waters off the coast of Brest.

The vessel was reportedly sailing without a clear flag and was suspected of transporting Russian oil in violation of Western sanctions.

French authorities ordered the ship to halt and prepare for inspection. Prosecutors said the captain did not follow instructions, forcing military personnel to carry out a complex boarding operation.

Officials described the manoeuvre as risky and said it could have led to an accident.

Despite the resistance, French forces boarded the vessel and diverted it to Saint-Nazaire for further inspection. The ship and crew were released after several days.

Investigators found that the tanker was claiming to sail under the flag of Benin, raising doubts about its registration.

The vessel had departed from Primorsk, a key Russian Baltic Sea oil export port, and was reportedly carrying cargo worth around \$100 million.

Two Russian nationals working for a private security company were also on board. Sources said they were tasked with representing Russian interests and collecting information.

The vessel has also been linked to drone sightings reported over Denmark in 2025, which affected air traffic and nearby military areas. However, no official link has been confirmed, and Russia has denied any involvement.

During the trial, the captain’s lawyer argued that the vessel was operating in international waters and that France did not have the legal right to take action.

The defence said the captain had been waiting for instructions from the shipowner before allowing boarding.

The court rejected these arguments and proceeded with the conviction. Legal representatives have indicated plans to appeal the decision, calling it unprecedented under French law.

The European Union has listed 598 vessels suspected to be part of this network and has banned them from entering EU ports or using related maritime services.

After the incident, the Boracay was renamed Phoenix and is now reported to be sailing under the Russian flag.

Six Crew members of Merchant Vessel charged over alleged cocaine import attempt off Australia’s coast

Australian authorities have charged six crew members of a merchant vessel over an alleged attempt to import one tonne of cocaine into the country.

The case follows a joint investigation into an organised crime syndicate believed to be using a specially modified ship to move drugs by sea.

The vessel, a 40-metre ship identified as MV Raider, came under investigation in January 2026 after French authorities intercepted it in international waters.

During that operation, the French Navy seized and disposed of 4.8 tonnes of cocaine before releasing the vessel and its crew under the laws of French Polynesia.

Investigators later suspected the vessel was still part of a larger drug operation. Authorities believed an Australian-based group working for the syndicate was planning to meet the ship at sea to collect drugs within Australia’s Exclusive Economic Zone.

In late February, Australian Border Force officers, along with the NSW Police Marine Area Command, intercepted the vessel about 180 nautical miles off the New South Wales coast. The crew was questioned about their intentions and informed they would not be allowed to enter an Australian port.

On 12 March 2026, the vessel issued a distress call to the Australian Maritime Safety Authority, reporting mechanical problems and a shortage of essential supplies. It was escorted into Sydney Harbour on 13 March by NSW Police.

Once in port, the crew was detained as unlawful maritime arrivals and taken to Villawood Immigration Detention Centre.

Authorities later examined electronic devices belonging to the crew and said they found material that suggested the vessel may have been carrying more drugs.

On 25 March 2026, investigators searched the vessel while it was anchored at Snails Bay in Sydney Harbour. During the search, they seized documents and electronic devices believed to have been used to coordinate the distribution of cocaine within Australian waters.

A satellite phone was also recovered, which police said was used by senior crew members to stay in contact with people linked to the syndicate overseas.

During a detailed inspection of the vessel, officers found three professionally built hidden compartments. These were suspected to have previously stored up to six tonnes of cocaine.

Police believe the compartments were constructed in Central America specifically to hide illegal cargo and avoid detection during inspections at sea.

A separate search was also carried out on the crew at the detention centre, where clothing items were seized for forensic examination. Authorities said further evidence linked six crew members to at least one drug drop within Australian waters.

On 28 March 2026, AFP officers arrested and charged six men, five from Honduras aged 26, 31, 36, 61 and 63, and one 43-year-old from Ecuador.

They have been charged with conspiracy to import a commercial quantity of border-controlled drugs under Australian law, an offence that carries a maximum penalty of life imprisonment.

The men were scheduled to appear before the NSW Bail Division Court on 30 March 2026.

Officials said criminal groups are using large vessels with built-in hiding spaces to transport drugs across long distances before transferring them at sea.



IV. SHIPPING NEWS

Strait of Hormuz: Britain to unite 35 countries to reopen the Hormuz Strait

The meeting will “assess all viable diplomatic and political measures that we can take to restore freedom of navigation, guarantee the safety of trapped ships and seafarers and resume the movement of vital commodities”, Starmer said.

“Following that meeting, we will also convene our military planners to look at how we can marshal our capabilities and make the strait accessible and safe after the fighting has stopped,” he added. Britain, France, Germany, Italy, Japan and the Netherlands are among those to have signed it.

The British PM said the impact of the war would “define us for a generation” and could be similar to the increase in energy prices in the 1970s.

Starmer’s comments come after repeated criticism from US President Donald Trump and a day after the Republican leader told off countries that did not help America in strikes against Iran to “go get your own oil”.

“All of those countries that can’t get jet fuel because of the Strait of Hormuz, like the United Kingdom, which refused to get involved in the decapitation of Iran, I have a suggestion for you: Number 1, buy from the U.S., we have plenty, and Number 2, build up some delayed courage, go to the Strait, and just TAKE IT”, Trump wrote.

Trump criticised European countries that refused to join the war against Iran, calling out Britain and France, as transatlantic relations deteriorate from the conflict that has driven up energy prices. The president warned Britain and other countries to “start learning how to fight for yourself” because the US “won’t be there to help you anymore”.

After Starmer refused to join the US-Israeli war on Iran, his relationship with Trump publicly deteriorated. Starmer initially denied a request from the US to attack Iran from two British bases but later agreed to allow what he calls defensive missions aimed at protecting residents of the region, including British citizens. Asked about Trump’s criticism, Starmer said, “the US and UK are close allies and have been for a very, very long time” and he would act in the British national interest “whatever the pressure on me.”

Iran has threatened to hit ships that try to cross the Strait, choking one-fifth of the world’s oil and gas supplies and triggering energy security concerns in Asian markets such as India and China.

Hormuz crisis places seafarers in conditions unmatched since WWII

Some 20,000 seafarers have been caught up in the geographical cul-de-sac that is the Persian Gulf since the US/Israeli coalition launched its war on Iran on February 28. A similar situation appeared when war broke out between Russia and Ukraine in early 2022, albeit on a smaller scale. Merchant ships were suddenly trapped in Ukrainian ports while missiles were falling around them. Since the beginning of the Persian Gulf conflict, there have been more than 20 attacks on vessels in the strait, with 10 seafarers killed and eight injured.

“There is no precedent for the stranding of so many seafarers in the modern age,” Damien Chevallier, director of the International Maritime Organization’s Maritime Safety Division, said in an in-house United Nations interview.

“It is a very scary situation, and one can only imagine the psychological stress they are under,” Chevallier said.

The IMO concluded an extraordinary session of its council last month in London to address the Hormuz crisis. The session backed the creation of a humanitarian corridor to evacuate the stranded vessels and seafarers, though this has not been possible in the fortnight since the meeting concluded.

The corridor concept draws inevitable comparisons to the Black Sea Grain Initiative, which carved out a protected shipping lane from Ukraine early in the Russia-Ukraine war. That mechanism was widely regarded as effective in addressing global food security pressures, though it relied heavily on UN and Turkish guarantees. “If seafarers do not feel safe due to conflicts like the one which is taking place now, then it will be difficult to attract the next generation to meet what are expanding needs,” Chevallier warned. The International Chamber of Shipping (ICS) and the International Transport Workers’ Federation (ITF) met representatives from Gulf States late last month to address the ongoing conflict and its direct impact on seafarers and shipping in the Gulf. Discussions focused on urgent, practical joint initiatives such as resupplying vessels. Stephen Cotton, general secretary of the ITF, said: “Seafarers are on the

frontline of this conflict, and right now too many are facing extremely difficult conditions. It is essential that they have access to food, clean water, fuel and medical care. These are not optional; they are fundamental rights. At the same time, no seafarer should be expected to remain in a conflict zone against their will." The ITF has received more than 1,000 emails and messages from seafarers stuck around the Strait of Hormuz and the wider region since the war erupted.

As it was forced to during the covid era, India's Directorate General of Shipping has just extended the validity of crew certificates by three months for seafarers stuck in the region. Writing for *Splash* last month, Steven Jones, founder of the Seafarers Happiness Index, noted: "For all the stupidity, fear, and frustration of the pandemic years, at least there was a sense then that someone, somewhere, was trying to be benevolent, to save lives. The restrictions were harsh, but their intent was humane. Now, crews face violence without reason, danger without purpose, and blame without justice. Conflict could well trump covid when it comes to destabilising the balance of shipping."

Safesea calls for International probe after deadly Tanker attack near Iraq kills Indian Seafarer

A global maritime company has called for an independent international investigation into an attack on one of its crude oil tankers last month that killed an Indian crew member.

The company said the incident is a serious threat to global shipping and trade stability.

Safesea Group Chairman Dr S V Anchan has sought a probe into the March 11 attack on MT Safesea Vishnu. He said the sequence of events suggests a highly coordinated and pre-planned operation involving surveillance, precise execution and possible real-time monitoring.

The Marshall Islands-flagged vessel was operating in Iraqi territorial waters when it was attacked off Khor Al Zubair port near Basra.

The attack was allegedly carried out by an Iranian "suicide" boat. Deonandan Singh, a 55-year-old senior crew member from Mumbai, was killed in the incident.

At the time of the attack, the tanker was anchored at Khor Al Zubair and was involved in routine ship-to-ship loading operations. It had already completed part of its cargo work at the berth and had shifted to anchorage to finish loading around 53,000 metric tonnes of naphtha.

The company said that unidentified high-speed boats were seen moving repeatedly around anchored vessels a day before the incident.

It believes this could have been for reconnaissance and target mapping. It added that the use of an unmanned explosive-laden boat shows a high level of planning and operational capability.

Safesea said the matter should be investigated through a transparent international probe, possibly under the oversight of the International Maritime Organization and the United Nations.

The company also acknowledged the quick response of Iraqi authorities during rescue and emergency operations.

However, it raised concerns about surveillance and response systems in Iraqi waters, especially the lack of preventive action despite unusual vessel movements.

The company said the absence of pre-incident vigilance needs careful and transparent examination. It has asked for full disclosure of radar data, Automatic Identification System (AIS) records and coastal surveillance inputs.

It also called for a detailed review of coastal security and vessel monitoring systems, along with sharing the findings with the global maritime community.

In a gesture of respect, Anchan travelled on Tuesday on the same flight carrying Singh's mortal remains to India. The company said this was to ensure his final journey home was carried out with dignity.

He will be joined by the vessel's captain and other senior officials to attend Singh's last rites in his hometown, as per the family's wishes.

Anchan said that in shipping, the most important thing is not cargo or cost, but human life.

Japan achieves World's first Hydrogen-Fuelled Marine Engine operation for large commercial vessel

Japan Engine Corporation ("J ENG") and Kawasaki Heavy Industries, Ltd. ("Kawasaki") are jointly engaged in Green Innovation Fund Project "Development of Marine Hydrogen Engines and MHFS (Note 1)" of the New Energy and Industrial Technology Development Organization ("NEDO"), in cooperation with Mitsui O.S.K. Lines, Ltd. ("MOL"), MOL Drybulk Ltd. ("MOL Drybulk"), Onomichi Dockyard Co., Ltd. ("Onomichi Dockyard"), and Nippon Kaiji Kyokai ("ClassNK").

Within this project, J ENG has been developing a fully Japan-made, large, low speed, two stroke hydrogen-fueled engine. The world's first full scale engine intended for installation on an actual vessel, 6UEC35LSGH, has successfully begun hydrogen co firing operation in all cylinders.

To date, the engine has achieved a hydrogen co firing ratio of over 95% at 100% load, confirming both GHG reduction effects and stable operation. Verification testing will continue to further optimize performance under hydrogen co firing conditions.

In recent years, the development and demonstration of hydrogen fueled vessels have progressed in Japan and abroad. However, most initiatives focus on short distance, short duration, and low output operations-such as sightseeing boats or tugboats using compressed hydrogen-primarily for domestic coastal or port area applications.

In contrast, this project combines the high efficiency, high output, low speed two stroke hydrogen fueled 6UEC35LSGH engine with liquefied hydrogen fuel, thereby enabling long distance, long duration, and high output operations. This represents a major technological milestone toward the practical use of large oceangoing hydrogen fueled merchant ships.

J ENG has accumulated expertise through fundamental studies on hydrogen related materials and combustion, as well as durability testing of hydrogen fuel injection systems.

The new engine has been developed based on this accumulated knowledge. Once full-scale verification is complete, the engine is scheduled for shipment in January 2027 and will be installed as the main engine of a 17,500 DWT hydrogen fueled multi-purpose vessel ("the Vessel") designed and built by Onomichi Dockyard.

The MHFS, a hydrogen fuel supply system for this engine, is being developed and manufactured by Kawasaki, and it will also be installed on the Vessel.

MOL and Onomichi Dockyard concluded a series of contracts for the construction of the vessel. In addition, through discussions among the relevant parties, agreements were reached on the specifications of various facilities required for the hydrogen fueled vessel, and related contracts were executed. The detailed design of the vessel is currently progressing smoothly.

The Vessel is scheduled to undergo three years of demonstration operation starting in FY2028 under the operation of MOL and MOL Drybulk. Throughout the development of the engine and MHFS, as well as the design, construction, and operation of the vessel, ClassNK will conduct safety evaluations.

With NEDO's support, J ENG and Kawasaki, in collaboration with MOL, MOL Drybulk, Onomichi Dockyard, and ClassNK, will continue taking on the challenge of realizing the practical operation of merchant vessels powered by hydrogen fuel-paving the way toward a sustainable future for the maritime industry.

Maersk Increases Emergency Contingency Surcharge on India-Europe Routes

Shipping giant Maersk has announced an increase in its Emergency Contingency Surcharge (ECS) for cargo moving from the Indian Subcontinent to North Europe and the Mediterranean. This adjustment affects the E3W (Indian Subcontinent to North Europe) and E4W (Indian Subcontinent to Mediterranean) trade lanes.

The revised surcharge will be implemented starting April 6, 2026 (Price Calculation Date), with further increases scheduled for April 20, 2026.

For shipments originating from North West India and Pakistan destined for North Europe (E3W), the ECS will increase from USD 700 per container (20'/40') to USD 1,000. Reefer (refrigerated) container rates will see a rise from USD 1,700 to USD 2,000.

For cargo bound for the Mediterranean (E4W), the ECS for dry containers will go up from USD 800–1,000 per container to USD 1,100–1,300. Reefer containers will experience an increase from USD 2,000 to USD 2,300.

This surcharge will apply to all container types, including out-of-gauge (OOG) cargo, shipper-owned containers (SOC), and non-operating reefers (NOR). Forty-foot special equipment will be charged at the same rate as standard dry containers.

Maersk has stated that these changes are contingent upon regulatory approvals and adherence to applicable notice periods. Updated charges will be reflected in customer invoices.

The carrier explained that these adjustments are a response to persistent operational challenges and cost pressures impacting the trade. Further updates may be issued depending on evolving market conditions.

V. CATERING & HOSPITALITY

New AI-powered system targets hidden plate waste

Work and tech solutions provider Commercial has launched a new computer vision system designed to assess portion sizes and analyse plate waste, which is currently being trialled at two major UK pub chains.

Food waste in UK hospitality equates to around £10k per outlet per year, with plate waste a major contributor, according to a report from international climate action NGO, Wrap.

Commercial's automated system helps improve portion consistency and identifies uneaten items on returned plates, supporting strategies for food waste reduction across the catering sector.

Dishes on the kitchen pass are monitored in real time, alerting chefs to portion inconsistencies so they can be corrected before food is served.

The AI vision system also analyses quantity and type of plate waste automatically without disrupting the pace of service. The system combines camera-based computer vision with machine learning models and weighted food waste bins.

By capturing and classifying discarded food, it links plate waste volumes to specific dishes and portion sizes.

The system then uploads data to a central platform where it can be reviewed by operational teams.

Through API integration, information can be connected to existing management systems allowing raw kitchen data to be analysed and translated into actionable insights.

"Foodservice operators often have limited visibility of what diners leave uneaten," said Commercial's head of green and smart technologies Marc Cavendish.

"Systematic measurement of plate waste generates robust data that can be used to inform decisions about portion sizes and menu adjustments."

"Combining this with portion control systems helps maintain consistency between staff and across locations, reducing avoidable food waste," he said.

The system is currently on trial in three kitchens for two pub chains ahead of planned national rollouts.

The Evolution of Marine Galley Technology: How Modern Innovations Are Changing Life at Sea

Over the past few decades, the maritime industry has seen tremendous advances in technology, and marine galleys are no exception. The heart of any vessel, the galley, has transformed from a simple kitchen space into a high-tech, efficient hub where meals are prepared quickly and safely. From energy-efficient appliances to smart kitchen systems, modern galley technology has redefined how crews eat and live at sea. In this blog, we'll explore the evolution of marine galley technology and how it is enhancing the quality of life on board.

The Challenges of Early Marine Galleys

Historically, marine galleys were rudimentary spaces with limited tools and equipment. Sailors relied on basic cooking techniques, often using open fires or primitive stoves that were dangerous and difficult to manage on moving ships. Without proper refrigeration, food had to be salted or dried to preserve it for long voyages, limiting the variety and quality of meals available to crews.

The space constraints in early marine galleys were also a challenge. Ships required compact equipment that could fit in small spaces while still serving large crews. This left galley designers with few options when it came to creating efficient cooking areas.

Modern Marine Galley Appliances: A Technological Revolution

Today, modern marine galleys are equipped with state-of-the-art technology that makes life at sea more comfortable and safe. Innovations in refrigeration, cooking appliances, and energy systems have transformed the way meals are prepared on board. Here are some of the key technological advancements:

1. Marine-Grade Refrigeration Systems

Refrigeration technology has come a long way in marine environments. Modern marine refrigerators and freezers are compact, highly efficient, and built to withstand the constant motion and varying temperatures at sea. Advanced insulation materials and energy-efficient compressors ensure that food stays fresh for longer periods, reducing waste and improving the quality of meals.

Newer refrigeration systems also offer customizable temperature controls, allowing crews to store a wider variety of food items safely. Some units even feature smart monitoring systems that alert crew members if the temperature fluctuates, ensuring that food remains fresh throughout the voyage.

2. Energy-Efficient Cooking Equipment

Marine stoves and ovens have evolved to meet the demands of energy conservation on board. With vessels often relying on limited power sources, modern marine cooking appliances are designed to use less energy while still delivering high performance.

Many modern marine stoves feature gimbal mounts, which allow the cooking surface to stay level even in rough seas, preventing accidents. Induction cooktops are also becoming popular due to their energy efficiency and fast cooking times. These systems heat food directly through electromagnetic fields, reducing the amount of heat lost in the cooking process and making them ideal for energy-conscious vessels.

3. Advanced Ventilation Systems

Proper ventilation is crucial in marine galleys to ensure a safe cooking environment. Modern marine galley ventilation systems are more effective than ever before, utilizing high-tech fans and filtration systems to remove smoke, steam, and odors from the kitchen.

Some of the more advanced systems use sensors to detect changes in air quality and automatically adjust the ventilation settings to maintain a clean, fresh atmosphere. These systems help prevent fires, maintain hygiene, and improve air circulation, making the galley a safer place for crew members to work.

4. Smart Marine Galley Technology

In recent years, smart kitchen technology has made its way into marine galleys, bringing convenience and control to chefs at sea. Smart marine appliances, like ovens, refrigerators, and dishwashers, can be controlled remotely through integrated systems, allowing crew members to monitor and manage kitchen tasks from a central location on the vessel.

These systems provide real-time updates on energy usage, appliance performance, and even meal preparation times, making it easier to coordinate meals for large crews. Additionally, some smart galley systems are integrated with vessel management software, allowing operators to optimize energy consumption and reduce costs.

The Benefits of Modern Marine Galley Technology

The introduction of advanced technology into marine galleys has brought about several key benefits, both for the efficiency of vessel operations and the well-being of crew members. Here's how modern galley technology is improving life at sea:

1. Improved Meal Quality

With access to modern cooking equipment and advanced refrigeration systems, crews can now enjoy fresher, more varied meals during long voyages. This improves morale and ensures that crew members receive the nutrition they need to stay healthy and focused while at sea.

2. Increased Safety

Many modern marine galley appliances are equipped with safety features, such as automatic shut-off systems, fire suppression devices, and anti-tip mechanisms. These technologies help prevent accidents and ensure a safer working environment for galley staff, even in rough conditions.

3. Energy Efficiency

Energy-efficient marine appliances reduce the strain on a vessel's power systems, allowing operators to conserve fuel and lower operational costs. This is especially important for long voyages where energy resources are limited. Smart galley systems also help monitor and optimize energy consumption, making it easier to manage power usage on board.

4. Space Optimization

Modern marine galley appliances are designed to be compact and multifunctional, allowing vessels to make the most of their available space. Space-saving designs, such as combination ovens and microwave units, free up room for additional storage or equipment, enhancing the overall efficiency of the galley.

The Future of Marine Galley Technology

As the maritime industry continues to embrace technology, the future of marine galleys looks bright. We can expect to see even more advanced smart appliances, integrated energy systems, and sustainable technologies that further reduce the environmental impact of cooking at sea.

Emerging trends, such as renewable energy-powered appliances and automated food preparation systems, are likely to shape the future of marine galleys, making life at sea more efficient, comfortable, and environmentally friendly.

VI. NEW ARRIVAL

1. Family world atlas
2. Children's illustrated Encyclopedia
3. Oxford school atlas
4. 80 easy to make recipes comfort foods
5. Dream with your eyes open
6. If the learner has not learnt, the teacher has not taught
7. Nhava & Sheva - Battling for the environment: oil, port & coastline)
8. Yogamanthansar
9. Swasthyayoga
10. Research thesis entitle "enhancing bunker fuel transparency: a synergistic framework using blockchain and AI for monitoring bunker fuel authenticity and compliance by Jyoti Bikash and guided by Capt.(Dr) Ashutosh Apandkar

2025 – 2026 BSc. MHS Project

1. Customer perception on budget V S luxury hotels
2. Comparison of cooking oils and their effects on health
3. A study on environmental degradation in mussoorie due to tourism
4. Reviving the traditional recipes from the rural regions of Vidarbha
5. A study on environmental degradation in mussoorie due to tourism in Alibag
6. Guest perception on star classification of hotels
7. Development of sustainable tourism in coastal area of Ratnagiri
8. A study on zero waste restaurant operation
9. Consumption of alcoholic beverage among young adults
10. Workplace stress and its effects on employees of the hospitality industry
11. Possibility of robotics in the hospitality industry
12. Impact of urbanization on environmental degradation and natural resources in Mera Bhayandar
13. Impact of plastic in food service industry
14. Effects on aging whiskey and customer perception on aged whiskeys
15. Reduction of employee turnover in hotels in Navi Mumbai
16. Festivals as a revenue booster for hotels
17. Modern technique for enhancing sensory evaluation of cocktail
18. Whiskey pairing with food - a new dining trend
19. A study on mental of health of industrial trainee in hotel in Mumbai
20. Cocktail garnishes used in restaurants in Navi Mumbai
21. Impact of social media marketing on growth of small businesses
22. Feasibility study on Mughlai restaurant in Ulwe node
23. Comparative study on delivery platform towards customer experience
24. A study on use of Intoxicants among gen z
25. Modern marketing strategies for hospitality business
26. Feasibility study on opening a biryani joint in Ulwe
27. Effects of social media on customer satisfaction

QUOTES !

No man will be a sailor who has contrivance enough to get himself into a jail; for being in a ship is being in a jail, with the chance of being drowned... a man in a jail has more room, better food, and commonly better company.

Copies of the Bulletin have been distributed to the following Offices / Departments

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

Editor

Mr. Ram Chandra Pollai, Librarian