

GEORGE CAMPBELL LIBRARY CURRENT AWARENESS SERVICE



World's largest hospital ship

***VOLUME NO. 26, ISSUE NO. 05
May, 2026
TRAINING SHIP RAHAMAN
NHAVA***

CONTENTS

I.	DGS Circular / Order	...	...	...	01
II.	IMO News	...	...	...	08
III.	Shipping News	...	...	...	10
IV.	Catering & Hospitality	...	...	...	13
V.	Health Zone	...	...	...	14
VI.	Article Indexing	...	...	...	16
VII.	New Publications	...	...	...	18



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-CDC/2/2026-CREW - DGS (38805)

Date: 23.05.2026

DGS ORDER 12 OF 2026

Sub: Revision of Eligibility Criteria for Issue of Continuous Discharge Certificate (CDC) and Enhancement of Seafarer Quality Standards – reg.

Whereas an alarming pattern has emerged wherein unscrupulous recruitment agents lure young aspirants, particularly from remote and economically vulnerable regions, with false promises of lucrative seafaring careers. Such agents charge exorbitant fees under the pretext of long-duration pre-sea training. However, candidates are often kept in lodges or temporary accommodation for several months without any structured training and are ultimately enrolled only in short-duration courses covering the five basic Standards of Training, Certification and Watchkeeping for Seafarers (STCW) safety courses, upon completion of which a Continuous Discharge Certificate (CDC) is obtained.

2. Whereas such seafarers are thereafter either deployed on substandard vessels, frequently operating under open registry flags with limited regulatory oversight, or are not deployed at all, resulting in abandonment-like situations causing severe financial and emotional hardship. In several instances, the intermediaries abscond after collecting substantial sums, leaving victims without recourse.

3. Whereas the Director-General of Maritime Administration (Director-General) continues to receive a growing number of complaints relating to such fraudulent practices, often accompanied by First Information Reports (FIRs) lodged by affected candidates or their families.

4. Whereas the situation warrants urgent regulatory strengthening, targeted awareness initiatives in vulnerable regions, and prompt enforcement measures to dismantle such exploitative networks and safeguard the integrity of India's maritime workforce.

5. Whereas the International Transport Workers' Federation (ITF) report has revealed a significant surge in global seafarer abandonment cases, with India emerging as the most affected nationality. In 2024, 3,133 seafarers sought ITF assistance after being abandoned, representing an 87% increase from 1,676 cases in 2023. Of these, 899 were Indian nationals, which was more than double the 401 cases recorded in the previous year concerning Indian seafarers. Further, in 2025, this number has increased to 1,125 Indian seafarers.

9वीं मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कैम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai-400042

फ़ोन/Tel No.: +91-22-2575 2040/1/2/3 फ़ैक्स/Fax.: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in

6. Whereas analysis of ITF data for 2024 and 2025 indicates that a substantial proportion of Indian seafarers reported to be abandoned, were either serving on vessels registered under open registry flags or were first-time seafarers who had obtained their CDC after completing only the five basic STCW courses, without undergoing structured long-duration pre-sea residential training.
7. Whereas these trends highlight two critical vulnerabilities, namely (i) exploitation risks associated with loosely regulated open registry vessels, and (ii) inadequate orientation, awareness, and institutional support for fresh entrants entering the maritime workforce through minimal qualification pathways.
8. Whereas the increasing incidence of abandonment reflects not only violations of basic human and labour rights but also exposes systemic gaps in accountability within segments of global shipping operations.
9. Whereas the Director-General is actively coordinating with international agencies, port authorities, and flag States to safeguard the rights of Indian seafarers and ensure repatriation, recovery of pending wages, and access to legal remedies, and stronger enforcement of Maritime Labour Convention (MLC) provisions and institutional safeguards is essential.
10. Whereas the International Maritime Organization advocates structured entry-level qualifications and training pathways aligned with sustainable employment prospects and the Director-General remains committed to ensuring that Indian seafarers are properly trained and compliant with national and international safety, training, and employment standards
11. Whereas the global trend towards reduced safe Manning levels necessitates deployment of highly skilled and competent seafarers to maintain operational safety and regulatory compliance.
12. Whereas stakeholder feedback and data-driven assessment clearly indicate that the limited-entry pathway based solely on completion of five basic STCW courses has been widely misused by unscrupulous intermediaries, leading to compromised safety standards, poor employability outcomes, financial distress among aspirants, and reputational harm to Indian seafarers internationally. Though originally introduced with a facilitative intent, the provision has, in practice, enabled entry into a high-risk profession without adequate orientation, structured training, or assured employment linkage, thereby necessitating immediate corrective action in the interest of maritime safety and seafarer welfare.
13. Whereas approximately 3,50,000 candidates have obtained an Indian CDC after completing only the five mandatory basic STCW courses, and nearly 1,80,000 of them remain without their first shipboard employment, rendering them particularly vulnerable to exploitation within the shipping sector.

14. Now, therefore, in exercise of the powers conferred under Section 301 of the Merchant Shipping Act, 2025, and in supersession of all previous instructions or orders to the extent inconsistent with this Order, the following is hereby directed:

14.1. Discontinuation of Indian CDC issuance based on 5 basic STCW courses: The issuance of Indian CDC based solely on completion of the five basic STCW courses, namely Personal Survival Techniques (PST), Fire Prevention and Fire Fighting (FPFF), Elementary First Aid (EFA), Personal Safety and Social Responsibilities (PSSR) and Security Training for Seafarers with Designated Security Duties (STSDSD), shall be discontinued.

14.2. Permitted routes for Indian CDC Issuance: Henceforth, Indian CDCs shall be issued only to candidates belonging to the following categories:

14.2.1. Pre-Sea Training Certificate Holders: Candidates who have successfully completed the Director-General-approved pre-sea training courses and have also completed the five basic STCW courses.

14.2.2. Agniveer Candidates: Agniveer discharge certificate and have also completed the five Basic STCW courses.

14.2.3. Hospitality Sector Candidates:

14.2.3.1. Candidates holding a degree, diploma or certificate in hotel management or an equivalent hospitality course, who have completed the Director-General-approved Orientation Course for Catering Personnel (OCCP) and the five basic STCW courses.

14.2.3.2. In exceptional cases, hospitality and passenger-service professionals engaged through Director-General-approved cruise line recruitment and placement companies to meet operational requirements, who have completed the five basic safety courses under the STCW Convention, in which case the CDC shall be issued with validity restricted exclusively to service on cruise and passenger vessels only.

14.2.4. Ex-Indian Navy Personnels: Retired Indian Naval officers or sailors holding a valid discharge certificate and having completed the five basic STCW courses.

14.2.5. Certified Cooks: Candidates holding a Cook Certificate of Competency (CoC) issued by the Government of India or a CoC recognized by the Government of India and who have completed the five basic STCW courses.

14.2.6. Certificate of Competency Holders: Candidates holding a CoC issued by the Government of India or a CoC recognized by the Government of India, and who have completed the five basic STCW courses.

15. All Director-General-approved maritime training institutes are instructed to cease advertising or offering standalone 5 basic STCW courses as a route to obtaining CDCs. Non-compliance may attract penal action including suspension or withdrawal of approval.

16. Enhancing the quality of the rating seafarers - In order to further add on to the quality of the Indian seafarers from rating background, the following measures will be implemented:

16.1. Twenty five percent (25%) of the approved seats in any GP Rating training course shall be reserved for candidates possessing additional qualifications, such as candidates who have completed a welding course certified by an IACS member, or who hold a diploma or certificate in fitter, mechanic, electrical, plumbing or computer trades from a Government approved institution such as ITIs. The duration of such technical courses shall be not less than one year.

16.2. The upper age limit for entry into GP Rating training courses approved by the Director-General shall be increased to 28 years, as against the existing limit of 25 years. The age relaxation applicable to SC/ST candidates, as stipulated in Training Circular No. 04 of 2014 dated 10.04.2014, shall continue to remain valid.

17. All CDC applications already submitted to the shipping master offices on the basis of undertaking basic STCW courses prior to 01.08.2026 shall be processed for issuance of CDCs in accordance with the extant rules and instructions. Further, all CDC issued under the Merchant Shipping (Continuous Discharge Certificate) Rules, 2017, as amended, prior to entry into force of this Order shall remain valid and without any impact.

18. All stakeholders are advised to strictly comply with the revised eligibility framework. Any violation of the above guidelines by a maritime training institute shall be treated as a major violation and may attract administrative action by the Director-General. Further, all Government shipping offices, surveyors of the maritime administration/recognized organizations and maritime training institutes shall implement the above requirements in letter and spirit.

19. This order shall come into effect from 01.08.2026.

(Shyam Jagannathan)
Director General of Maritime Administration



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 12 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 the 2016 amendments to the STCW Convention and Code relating to Regulation V/2 – Training and Certification requirements for personnel on passenger ships - reg.	
Issued By: Nautical Wing EAC Branch.	DGS STCW CIRCULAR 02 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 resolution introduces revised and enhanced training and certification requirements under Regulation V/2 for personnel serving on passenger ships. 3. In pursuance of the above, the following competency tables are hereby notified and annexed to this circular (a) Annexure A – Table A-V/2-1: Specification of minimum standard of competence in passenger ship crowd management training; and (b) Annexure B – Table A-V/2-2: Specification of minimum standard of competence in passenger ship crisis management and human behaviour training. 4. In line with the amendments, the following mandatory minimum requirements for the training and qualification of masters, officers, ratings and other personnel on passenger ships are hereby notified:-		

a) Passenger Ship Emergency Familiarization Training

All personnel serving on board passenger ships engaged on international voyages shall, before being assigned shipboard duties, complete Passenger Ship Emergency Familiarization Training covering the competencies prescribed in Section A-V/2, paragraphs 1 and 2 of the STCW Code.

b) Safety Training for Personnel Providing Direct Service to Passengers

Personnel providing direct service to passengers in passenger spaces shall receive the additional safety training required under regulation V/2, paragraph 6.

c) Passenger Ship Crowd Management Training

Masters, officers and ratings qualified in accordance with chapters II, III and VII, and personnel designated on the muster list to assist passengers in emergency situations, shall have successfully completed the crowd management training required under regulation V/2, paragraph 7, as set out in table A-V/2-1 of STCW Code, herein annexed as **ANNEXURE A**.

d) Crisis Management and Human Behavior Training

Before being assigned to shipboard duties, masters, chief mates, and any person designated on the muster list as having responsibility for the safety of passengers in emergency situations shall have successfully completed the approved crisis management and human behavior training required under regulation V/2, paragraph 8, as set out in table A-V/2-2 of STCW Code, herein annexed as **ANNEXURE B**.

e) Passenger Safety, Cargo Safety and Hull Integrity Training (Ro-Ro Passenger Ships)

Before being assigned to shipboard duties, masters, chief mates, and every person assigned immediate responsibility for embarking and disembarking passengers, for loading, discharging or securing cargo, or for closing hull openings on board ro-ro passenger ships shall receive the passenger safety, cargo safety and hull integrity training required under regulation V/2, paragraph 9.

5. The training requirements, course content, assessment standards, and certificate format prescribed under DGS Training Circular No. 05 of 2016 shall be deemed to satisfy the above requirements. Certificates issued pursuant to Training Circular No. 05 of 2016 shall remain valid, subject to continued service and compliance with national regulations.
6. RPSL Managers, ISM Managers, Maritime training institutes, and seafarers shall ensure compliance with the provisions of this circular. Non-compliance shall attract action under the applicable provisions of the Merchant Shipping Act and STCW Rules.

7. This circular supplements and clarifies Training Circular No. 05 of 2016 and shall be read in conjunction with DGS (NT/ENG) Circular No. 18 of 2025.

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 passenger ship crowd management training.

Annexure-B- Specification of minimum standard of competence in passenger ship crisis management and human behavior.

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.

II. IMO NEWS

Women in Maritime Day highlights gender equality progress and ongoing gaps

IMO celebrated the International Day for Women in Maritime in London (18 May), under the theme “From Policy to Practice: Advancing Gender Equality for Maritime Excellence”.

A [special event](#) at IMO headquarters brought together maritime experts and advocates to explore best practices in turning commitment into action in presentations and panel discussions.

Celebration and accountability

IMO Secretary-General Arsenio Dominguez opened the event by framing it as both a celebration of women, and a time to take accountability of persistent gaps in gender diversity.

“There are large steps we must still take to show that we are indeed serious when it comes to gender inclusivity and equity in the maritime sector,” he said.

He paid tribute to maritime workers worldwide, including those stranded in the Persian Gulf, while welcoming the strong female presence in the audience: “When I look around this hall, I can see how many women are here. And I think that shows that we are breaking the stigma.”

Sobering reality

Speaking on the importance of gender mainstreaming in shipping, Professor Anna Petrig of the University of Basel highlighted “sobering” figures: women comprise a mere 1% of the global seafaring workforce. Representation declines further in ships’ operational roles, and more women than men leave before reaching senior positions.

While acknowledging that “the headwinds are strong,” Professor Petrig stressed that gender mainstreaming is an essential tool for turning policy commitments into actual practice.

Industry taking the lead

Mia Krogslund Jørgensen, Vice President and Head of People, Culture and Strategy at the world’s largest tanker company, Hafnia, shared some solutions. The company raised female seafarer representation to 12% - well above the industry average, driven not by compliance but by a strategic decision “to expand the talent pool.” “We didn’t do everything at once. We started small and kept on building, a lot of small things add up to progress”, Ms Jørgensen said.

Practical changes included introducing PPE designed to fit women and updating in board medical supplies to reflect women’s specific health needs.

A flagship initiative to operate several 50/50 gender-balanced ships, developed in partnership with the University of Southern Denmark, has identified best practices that are now “a new normal” at Hafnia.

Ms Jørgensen called for collective action across ship owners, regulators, training institutions and leaders: “This industry needs to evolve, and I can only encourage that we do that together”.

Gender Equality Award

During the event, Professor Momoko Kitada, Academic Dean and Head of Maritime Education and Training (MET) at the World Maritime University, received the 2026 IMO Gender Equality Award, endorsed by the IMO Council.

The Japanese maritime academic and former seafarer Professor was presented by Secretary-General Arsenio Dominguez, in recognition of her outstanding contributions to advancing gender equality and the empowerment of women in the maritime sector.

IMO strengthens global efforts to reduce underwater noise from shipping

Shipping is one of the main sources of underwater radiated noise (URN), which can affect marine biodiversity and disrupt the marine environment.

To help Member States better understand and address this challenge, the GEF-UNDP-IMO GloNoise Partnership has completed a series of national workshops ranging from March to April 2026 across all six Lead Pilot Countries - Argentina, Chile, Costa Rica, India, South Africa and Trinidad and Tobago - with additional participation from Georgia, Madagascar and Mexico.

Delivered primarily in person, the workshops brought together nearly 200 participants from government agencies, academia, research institutions and the shipping industry. Through practical exercises and group discussions, participants explored how to assess underwater noise, identify potential hotspots and consider mitigation measures within their national contexts.

Central to the workshops was the new URN Toolkit, developed by the GloNoise Partnership to support countries in building technical knowledge and capacity on underwater noise from shipping. Participants worked directly with the Toolkit’s training modules and modelling tools, gaining hands-on experience in evidence-based assessment and analysis.

Designed as an open and accessible platform for maritime stakeholders, the Toolkit is structured across three levels - from foundational knowledge to simplified screening and more advanced assessment - allowing countries to apply it according to their capacities and available data.

The successful delivery of all national workshops within a short period reflected the strong collaboration between participating countries and partners. Discussions throughout the series also underscored the need for stronger national coordination, improved research and data collection, and closer engagement with the shipping sector in developing practical solutions.

The Toolkit will be finalized later this year and will remain available to Member States to support implementation of the IMO Revised Guidelines for the reduction of underwater radiated noise from shipping.

Next step: Global webinar on the underwater radiated noise toolkit

Building on the momentum of the national workshops, the GloNoise Partnership will host a global webinar on the URN Toolkit, open to all IMO Member States.

Day of the Seafarer 2026

This year, the Day of the Seafarer campaign will focus on revealing the realities of life at sea, highlighting the hardship, pressure and risks that seafarers can face. It will draw particular attention to the challenges of operating in high-risk and conflict-affected areas, while underscoring the essential role seafarers play in keeping the global economy moving.

The campaign will be built around the line: “Carrying world trade. Carrying the risks.” It reflects the fact that seafarers keep global trade moving, while often facing difficult and sometimes dangerous conditions. Their contribution is often out of sight, even though they are central to the movement of goods around the world. The aim is for this year’s Day of the Seafarer to not only recognize seafarers’ contribution but also acknowledge the risks and sacrifices behind it.

The hashtag for this year will be #DayoftheSeafarer

Here’s how you can contribute to our 2026 Day of the Seafarer edition:

- If you are a seafarer

Share what “*Carrying world trade. Carrying the risks.*” means to you. Tell us about the realities of life at sea, the challenges you face, or the moments that define your work. Join the conversation using #DayoftheSeafarer

- If you work in shipping or the maritime industry

Highlight how your company or organization supports seafarers’ safety, wellbeing and mental health - particularly for those operating in high-risk or conflict-affected areas.

- If you are a government or maritime administration

Share the actions, policies or initiatives you are taking to support and protect seafarers working under difficult conditions.

- If you are an NGO, welfare organization or union

Tell us how you support seafarers and their families, especially those facing isolation, insecurity or the pressures of operating in challenging environments.

- If you are part of the UN family or an international organization

Share how seafarers connect to your work and why their role is essential to global trade, humanitarian assistance and sustainable development.

- If you are a maritime educator, researcher or academic institution

Help raise awareness by sharing research, training initiatives or perspectives on the human element of shipping and the risks seafarers face at sea.

- For everyone

Join us in recognizing the contribution, resilience and sacrifices of seafarers worldwide. Share your message using #DayoftheSeafarer

The **Day of the Seafarer (25 June)** was established in a resolution adopted by the 2010 Diplomatic Conference in Manila to adopt the revised STCW Convention. Its stated purpose is to recognize the unique contribution made by seafarers from all over the world to international seaborne trade, the world economy and civil society as a whole.

The resolution “encourages Governments, shipping organizations, companies, shipowners and all other parties concerned to duly and appropriately promote the Day of the Seafarer and take action to celebrate it meaningfully”.

Day of the Seafarer is recognized by the United Nations as an observance day.

III. SHIPPING NEWS

India prioritises moving 13 Ships out of strait of Hormuz as gulf security risks persist

India has launched a priority operation to move 13 Indian-flagged commercial vessels out of the Strait of Hormuz as tensions continue across the Gulf region.

The move is part of a coordinated effort involving the Ministry of Ports, Shipping and Waterways, the Ministry of External Affairs (MEA), Indian missions and maritime stakeholders to protect Indian seafarers and commercial shipping interests.

The MEA has also advised Indian nationals to avoid travelling to Iran and urged those already there to leave with embassy assistance.

Speaking on Friday, Opesh Kumar Sharma, Director at the Ministry of Ports, Shipping and Waterways, said authorities have prepared a coordinated plan to help Indian vessels currently operating in the strategically important waterway.

According to Sharma, there are about 13 Indian-flagged vessels in the area, including one LPG tanker, five crude oil tankers, one chemical or product tanker, three container ships, two bulk carriers and one dredger.

"Our priority is to get our ships out that are currently inside," he said.

Sharma also confirmed that Nissos Keros, a Marshall Islands-flagged crude oil tanker carrying about 270,000 metric tonnes of crude oil, safely transited the Strait of Hormuz during the night of May 25-26.

The vessel is expected to arrive at Visakhapatnam on June 3 and is crewed entirely by foreign nationals. He said all Indian seafarers in the region remain safe and that no incident involving Indian crew members on either Indian-flagged or foreign-flagged merchant vessels has been reported.

The Directorate General of Shipping's emergency control room has handled more than 10,800 calls and over 24,098 emails since it was activated.

During the past 96 hours alone, it received around 500 calls and 1,332 emails from seafarers, their families and maritime stakeholders.

According to Sharma, the government has facilitated the safe repatriation of more than 3,422 Indian seafarers from various locations across the Gulf region, including 47 during the last 96 hours.

He added that port operations across India remain normal and no congestion has been reported.

India launches port performance index and digital upgrades to boost Maritime growth

India has launched the Logistics Port Performance Index (LPPI) for FY 2024-25 and 4 digital initiatives to boost governance, transparency and ease of doing business in the maritime sector.

The announcement regarding the same was made by the Union Minister of Ports, Shipping and Waterways, Sarbananda Sonowal, at the 37th Foundation Day event of the Jawaharlal Nehru Port Authority in Mumbai.

The LPPI is a national framework developed to improve and track the performance of Indian Ports and seeks to strengthen the country's position in global trade and logistics.

The index will evaluate the ports across 3 cargo segments, including dry bulk, liquid bulk and container cargo, using indicators like volume of cargo handled, ship turnaround time, pre-berthing waiting time, berth idle time, container dwell time, and ship berth day output.

The 4 digital initiatives, developed by the Directorate General of Shipping (DGS) aim to improve accountability, transparency and service delivery for seafarers and stakeholders.

Under this, a 24x7 Grievance Redressal Module has been launched under the e-Navik platform, a Ship Registration Module on the e-Samudra platform, a Medical Practitioner Module and a Unified Ship Recycling Credit Note Module.

The grievance redressal platform is a step by the government to ensure the welfare of Indian Seafarers. It will allow them to file grievances through several channels, like the e-Navik portal, toll-free helplines, WhatsApp and email services from anywhere in the world.

The digital ship registration module is a vital flagging reform to simplify vessel registration processes and align India's maritime administration with international standards.

The Medical Practitioner Module will streamline the registration and monitoring of doctors authorised to certify seafarers to reduce the risk of fraudulent certifications.

A Unified Ship Recycling Portal for the Ship Recycling Credit scheme, which is part of the Rupees 70,000-crore maritime development package, was also revealed at the event.

This would enable ship owners recycling vessels at the Hong Kong Convention-compliant Indian yards to receive a credit note equal to 40% of the vessel's scrap value, redeemable against new shipbuilding projects in the country.

Sarbanda Sonowal also mentioned major performers, including the Paradip Port Authority, which topped the Dry Bulk Cargo category by handling over 5 million tonnes, while Sikka Port and Terminals led the Liquid Bulk Cargo segment.

The highest-ranker in the container cargo category was Mundra Port, which handled over 0.5 million TEUs. Jawaharlal Nehru Port Authority came second among the major container ports.

In his speech, Sonowal also mentioned that India's performance in global logistics rankings had improved significantly.

India jumped from 44th to 22nd place in the World Bank's Logistics Performance Index in the International Shipments category.

Also, seven Indian ports were among the world's top 100 ports in the World Bank's Container Port Performance Index 2024.

Oil Tanker catches fire in latest Ukrainian long-range drone strike on Russian Port

Ukrainian drones struck an oil tanker at the Russian port of Taganrog and hit several oil and fuel facilities across Russia overnight, according to Russian and Ukrainian officials.

The attacks damaged energy infrastructure in the Rostov, Krasnodar, Saratov and Kirov regions as Ukraine continued its long-range drone campaign against Russian oil facilities.

Yury Slyusar, governor of Russia's Rostov region, said a fire broke out on an oil tanker and in the port area of Taganrog following the attack. He said firefighters later extinguished the blaze and no fuel oil leak was reported.

Russia's Defence Ministry said its air defences destroyed 127 drones in one overnight attack and 216 drones during another wave of strikes.

Two people were injured in the Rostov region, according to Slyusar. Taganrog mayor Svetlana Kambulova said a local state of emergency introduced on May 27 had been extended.

Taganrog, a city of about 240,000 people near the Sea of Azov, is located close to Russian-occupied Mariupol and serves as an industrial and logistics hub in southern Russia.

In neighbouring Krasnodar region, authorities said a drone strike caused a fire at an oil depot in Armavir's industrial zone. Emergency services later brought the fire under control and officials reported no injuries.

Ukrainian President Volodymyr Zelensky confirmed the strike on the Armavir oil facility, which he said is located about 500 km from Ukraine's border.

Ukraine's military also said it struck the Saratov oil refinery on the Volga River, causing a large fire. Saratov governor Roman Busargin said civilian infrastructure was damaged but provided no further details.

Ukraine further claimed it hit the Lazarevo pumping station in Russia's Kirov region, around 1,300 km from Ukraine.

According to Kyiv, the facility is part of the Surgut-Gorky-Polotsk pipeline system that transports Russian oil from Siberia to Belarus.

Kirov governor Alexander Sokolov confirmed drones struck a facility in the region but did not identify the site.

In the Rostov region, authorities in Matveyev Kurgan reported a major fire after drones struck a fuel depot. Ukraine later confirmed the attack.

Governors in Russia's Belgorod and Voronezh regions also reported damage from Ukrainian strikes. Three civilians were injured in Belgorod, according to local authorities.

On the Russian-controlled Crimean Peninsula, governor Sergei Aksyonov announced restrictions on petrol sales but did not provide a reason.

Ukraine's military also said it struck the Saratov oil refinery on the Volga River, causing a large fire.

Saratov governor Roman Busargin said civilian infrastructure was damaged but provided no further details.

Ukraine further claimed it hit the Lazarevo pumping station in Russia's Kirov region, around 1,300 km from Ukraine.

According to Kyiv, the facility is part of the Surgut-Gorky-Polotsk pipeline system that transports Russian oil from Siberia to Belarus.

Kirov governor Alexander Sokolov confirmed drones struck a facility in the region but did not identify the site.

In the Rostov region, authorities in Matveyev Kurgan reported a major fire after drones struck a fuel depot. Ukraine later confirmed the attack.

Governors in Russia's Belgorod and Voronezh regions also reported damage from Ukrainian strikes. Three civilians were injured in Belgorod, according to local authorities. On the Russian-controlled Crimean Peninsula, governor Sergei Aksyonov announced restrictions on petrol sales but did not provide a reason.

China deploys 10,000-ton Hospital Ship to support troops stationed on remote Islands

The Chinese People's Liberation Army (PLA) Navy hospital ship, Silk Road Ark, left the Zhanjiang military port in the Guangdong Province for a medical service mission to the South China Sea Islands and along South China's shores.

It will offer medical consultation, treatments, medical examinations, Chinese physiotherapy, surgery, and health education to soldiers, officers, and their families stationed on the islands.

The hospital ship will also conduct casualty treatment drills and medical equipment maintenance during the mission.

Silk Road Ark is China's second domestically designed and built ship, weighing 10,000 tonnes. It recently returned from a 234-day overseas voyage in April during which the medical team handled over 26,300 outpatient visits and performed 2724 surgeries in Nauru, Fiji, Tonga, Jamaica, Barbados and Papua New Guinea.

Suspected mine spotted in Omani waters near Hormuz

Oman's Maritime Security Centre issued a navigation warning at the weekend after the object was spotted west of the Inshore Traffic Zone in the strait. The MSC urged all mariners to exercise extreme caution and maintain a safe distance from any suspicious objects. "Due to the sighting of a floating object suspected to be a floating mine west of the Inshore Traffic Zone in the Strait of Hormuz within Omani territorial sea, the Maritime Security Centre urges all seafarers, fishermen, and vessels to exercise the utmost caution while navigating in the area," the MSC warned.

"All maritime users are advised to keep a safe distance from any suspicious objects and report them immediately to the relevant authorities." A NAVAREA IX navigation warning placed the sighting at position 26-24.3N 056-20.6E around where some vessels that have transited out of the strait in recent weeks, deliberately hugging the Omani coast to avoid Iranian interference. The mine warning follows a US Central Command announcement on May 25 that American forces had struck two Iranian boats in the strait that were attempting to lay mines. US NAVCENT has since warned that Iran continues to attempt to impede mine clearance operations and that US forces in the strait are on high alert for Iranian attack. Shipping has been advised to avoid the Traffic Separation Scheme and coordinate any transit with US Naval Cooperation and Guidance for Shipping. Beyond the immediate physical threat, analysts are increasingly focused on a more complex question: what kind of waterway emerges from this crisis when the shooting eventually stops. Broker Hartland Shipping described the negotiating position in its latest weekly report as one where Washington's desperation to exit has become an Iranian advantage. "The president is a victim of the short-war fallacy and is now so desperate to do a deal and exit that Tehran has smelt blood," the firm said.

The toll question is gaining traction. Iran has been requesting payment for transits, though it remains unclear how many operators are paying and how much. Tehran is reportedly considering making such charges permanent, and has floated the idea of doing so in collaboration with Oman. Oman has denied any willingness to participate, and President Trump has threatened military action should Oman collaborate with Iran on transit fees. Qatar's deputy prime minister said at the weekend that while Doha opposes a permanent toll, a temporary fee tied to mine clearance could be negotiable. Sea-Intelligence argued yesterday (31 May) that while the notion of paying for passage through a natural chokepoint provokes outrage in principle, the shipping industry's actual behaviour tells a more complicated story. Operators already pay for armed security guards through piracy-prone waters, and war risk insurance is itself a form of payment for operating in contested regions. "We should therefore not rule out an outcome where some form of payment might be introduced in the Strait of Hormuz," the Danish consultancy said.

"It is increasingly difficult to tell whether the Hormuz strait is likely to re-open, remain closed, become a toll road, a convoy transit area, or another yet unknown arrangement," law firm Campbell Johnston Clark said in a new report. "By far the largest uncertainty to be priced into the market is not the current state of the strait, nor when it will re-open, but what order will govern the strait when it does.

IV. CATERING & HOSPITALITY

India Chairs First BRICS Tourism Working Group Meeting 2026, Sets New Cooperation Agenda

In the first edition of BRICS Tourism Working Group (TWG) Meeting India has formally launched the tourism cooperation under BRICS 2026 Chairship, this meeting was conducted as virtual mode. This initiative will bring together the tourism agenda among the BRICS nations, focusing on innovation, resilience, sustainability and people to people connectivity.

The 1st BRICS 2026 Tourism Working Group Meeting was chaired by the Joint Secretary of Tourism under the Ministry of Tourism, Government of India. The virtual meeting served as the first formal platform for the BRICS nations to discuss tourism collaboration under India's leadership. The theme for the India's BRICS tourism agenda is the Building for Resilience, Innovation, Cooperation and Sustainability. This meeting has allowed member countries to present introductory remarks and align themselves with the India's priorities for strengthening tourism cooperation.

India has outlined four major thematic priorities that will shape BRICS tourism cooperation in 2026.

Use of AI in Tourism: India puts strong emphasized on the growing role of the Artificial Intelligence (AI) to transform the tourism services. AI can improve the personalized travel experiences, tourism forecasting and analytics and smart destination management. **Sustainable and Responsible Tourism:** Sustainable tourism is the need and India has highlighted the need to encourage the Eco-friendly tourism practices; **Conservation based destination management.** Community participation and Reduced the environmental footprint

Tourism Skilling and Capacity Building

Recognizing tourism as the employment-intensive sector, India proposed the stronger cooperation in to the Workforce training; Hospitality skills development; Tourism entrepreneurship and Knowledge-sharing initiatives. This could strengthen the employment generation across BRICS nations.

After the inaugural virtual meeting, India has also announced the next stages of tourism cooperation.

Liquor Policy Changes in Ladakh, Lakshadweep Face Backlash

The Centre's decision to liberalise liquor sales in Ladakh and end decades-long prohibition in Lakshadweep has drawn criticism from social, religious and political groups, with opponents arguing that the measures could undermine local cultural values and increase alcohol-related social issues.

In Ladakh, the newly approved excise policy allows the sale of hard liquor, including Indian Made Foreign Liquor (IMFL) and imported spirits, expanding beyond the earlier framework that permitted only beer, wine and ready-to-drink beverages through retail outlets. The policy also permits liquor sales at guest houses and homestays and increases the number of licensed liquor outlets in the Union Territory from two to 20.

The Ladakh administration has defended the move, stating that the revised policy aims to strengthen regulation, curb illicit alcohol trade and support tourism through a more structured framework. However, organisations including the Ladakh Buddhist Association and Jamiat Ul Ulama Isna Asharia Kargil have opposed the decision, warning of its potential impact on the region's social fabric, youth welfare and cultural identity. Several community leaders have called for the immediate withdrawal of the policy and cautioned against turning Ladakh into a destination driven by alcohol-based tourism.

Meanwhile, in Lakshadweep, the administration has approved the Lakshadweep Excise Regulation 2026, repealing the prohibition law that had largely restricted alcohol sales in the archipelago since 1979. The new regulation allows authorities to issue licences for the import, export, manufacture, sale and purchase of alcoholic beverages and permits government-owned entities to participate in alcohol distribution.

The move follows earlier decisions to allow liquor sales at select government-run guest houses and tourism facilities. Critics, including local civil society groups and Lakshadweep MP Muhammed Hamdullah Sayeed, have argued that the changes were introduced without adequate public consultation and could lead to increased alcohol consumption among young people. They have urged the administration to reconsider the policy, citing the islands' long-standing support for prohibition and concerns over its social consequences.

The developments have reignited debate over balancing tourism growth and economic opportunities with local cultural sensitivities and public health considerations in the two Union Territories.

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

Navigating yachting – You're not alone

Working on board a yacht can be exhilarating – fast-paced, high-energy, and filled with opportunities to see amazing places and form tight-knit bonds with your crew. However, at some point, all crew face challenges that test them emotionally, mentally or physically.

Emma Ross spent 15+ years in the superyacht industry, starting out as a stewardess and evolving into a chef. She co-founded SEAS THE MIND after seeing and experiencing a vacuum around mental health awareness and unchallenged bullying and harassment. She shares some of her personal experiences of working in yachting here, and explains why ISWAN's YachtCrewHelp is such an important resource for crew in similar situations.

Emma describes the first half of her career in yachting as the ultimate adventure – travelling the world with her partner and friends, doing regattas and charters, and travelling from island to island while working really hard in between. 'I left yachting for a few years and the golden handcuffs called me back, as they do for so many of us. But I returned as a single female, and the experience I had was radically different to the experience I had as half of a couple.

'I got to see a very different side of yachting. Even as an older female in the industry, in my 30s with a good understanding of my boundaries, I still felt incredibly vulnerable. It's sad that I even have to say this, but I had a lot of the 'usual experiences' – unwanted romantic gestures, deckhands coming into my cabin in the middle of the night...' Although these situations were 'always diffused and never anything too problematic', Emma says she realised that she was now experiencing what many other women do in the yachting industry.

Emma describes women as being on 'a much shorter career treadmill than men' working in the yachting industry, where once you start approaching your 40s, you are not expected to still be there. This means a lack of potential mentors who can guide and support younger women, whether on career choices or personal boundaries. 'One of the amazing things about having multiple generations, which we often get for men on boats, but not often for women, is that you get to have someone with more expertise and experience than you. And when things go wrong, professionally or personally, someone who's older can give you that understanding. The amount of times I had younger women coming to me as an elder and saying: "This thing happened and I'm not sure how I feel about it", or "This thing happened to me last night and made me feel uncomfortable", because I've just been around the block more.'

If a young female crew member does not have someone more experienced on board to turn to for guidance, Emma emphasises the value of being able to call or send a message to YachtCrewHelp and ask to speak to a woman who can offer guidance on what is appropriate behaviour, or what options there are if you want to take action, or simply offer a non-judgemental listening ear.

Like many women who experience harassment, Emma also found herself questioning whether she had somehow contributed to the situation – she describes having 'a lot of grey areas and a lot of "Was that my fault? Should I have locked my cabin? Was I too drunk?"'. Sometimes it can be helpful to hear from someone else that the responsibility always lies with the person who caused the harm.

'If I'd had the ability to call and speak to another woman who was off the boat, who was non-judgmental, who would keep my story confidential, I would have saved many, many years of being upset, questioning myself, questioning my behaviour and questioning my actions.' She says YachtCrewHelp is 'an incredible literal lifeline to a lot of people that might not have the tribe to answer those questions.'

Life on board a yacht can be shaped just as much by the people you work with as the places you travel to. 'I've been pretty fortunate that for the majority of my career I've worked with some unbelievably brilliant humans – captains, chief officers, chefs...', says Emma. Onboard culture and relationships can make all the difference between a positive experience with great memories and something far more challenging. At one point in her career, Emma found herself on a boat which she had worked on for many years previously. 'I considered it my home away from home. It was somewhere I felt safe. And it's remarkable how one person can change the whole dynamic of a boat.' The crew were in an isolated part of the world which Emma describes as somewhere everyone wants to go, but 'rather than it being this incredible, beautiful adventure, populated with hard work and guest trips, it ended up being a horrible experience.'

Emma describes how one crew member on board created a 'very clear clique' that was driven by alcohol and partying. 'If you weren't going out and drinking and getting drunk every single night, you would find yourself quite isolated and alone.' Crew members who wanted to do other things like go for hikes were

rejected or talked down, and they were excluded to the point of being ignored when they walked into the crew mess. There would be 'hi's or 'hello's only to the people that were 'cool'.

'That created a really kind of weird dynamic on a boat that I had a lot of love for and split the crew pretty much down the middle. It was a really weird experience for me, going from someone who was really upbeat, outgoing and social to finding myself spending days and days on my own.'

Emma found that internalising the stress and rejection she felt started to have a negative impact on her body. 'If the brain is not dealing with what's going on, sometimes I've noticed that the body starts shouting out. And how that manifested for me is for the first time in my life, I started experiencing panic attacks. If you don't know what a panic attack is, it's a kind of rushing onset of intense apprehension, heart pain, chest pain, rapid breathing... You feel very out of control. And if you've never had one before, it feels like a heart attack. So there I am, doing my mise en place in the galley, and suddenly I'm overwhelmed by the fear of dying. I've lost control of my heart, my breathing, my hands are kind of numb and shaking. I can't even kind of finish what I'm doing in the galley.'

The nature of yachting, where your workplace is your home, can add to that feeling of being trapped and isolated. 'At the end of a normal working day in another industry, you get to go home, shut your laptop, close your door, and get home to your tribe – your partner, your friends. In yachting, if you're not getting to close the cabin door or walk home and remind yourself of your base values and beliefs that have been infused in you by your friends and family, I found that can be eroded pretty quickly, no matter how strong you are or how much work you've done.'

Despite the challenges she was facing, Emma found ways to help her cope. 'Luckily, I had a partner; I had friends and family that would support me through it. I would call people. I'd go to the upper deck and walk around because I needed open air. I needed space. I'd grab a couple of ice cubes and I'd rub them on my vagus nerve or the back of my neck and just concentrate on the feeling of ice dripping down my neck or on my skin. If I hadn't had my partners and my friends, I would have been far worse off than I already was.'

Emma explains that family and friends are not always within reach. 'I was so far away because we were so isolated in a completely different time zone. My friends and family in South Africa and England were going to sleep, which meant for a few hours of the day I was alone and vulnerable. There was no one I could call, or I didn't feel I could call them at two or three AM.

'If I'd been able to call YachtCrewHelp and have someone who was trained, who was compassionate and caring, who could talk me through a panic attack and calm me down and stay on the phone... Panic attacks last around 8 to 10 minutes, but in the time they're very scary. And then after about 8 to 10 minutes you start to kind of regulate. You start to feel normal again. And all you need sometimes is just a voice at the end of the phone line to remind you that you're going to be OK. This is not going to last forever. And this doesn't define you.'

Emma says her experiences were one of the reasons she wanted to start SEAS THE MIND, to train seafarers to become Mental Health First Aiders so they can understand mental health issues, spot the signs and symptoms, and know how to signpost themselves and others towards help.

'Your brain tells you you're alone. But the truth is you're never alone. Sometimes speaking to someone who's not on the boat and doesn't have the same kind of restrictions as you are the first lifeline into the water.'

VII. NEW PUBLICATION

JUST PUBLISHED

FSS Code, 2026 Edition, Spanish Edition (digital only)	£69	9 June 2026
Model Course: Survey of fire appliances and provisions, 2026 Edition	£79	28 May 2026
FSS Code, 2026 Edition, French Edition (digital only)	£69	22 May 2026
FSS Code, 2026 Edition (digital) KC155E	£69	22 May 2026
Hong Kong Convention, 2025 Edition, Russian Edition (digital only)	£34	20 May 2026
Hong Kong Convention, 2025 Edition, Arabic Edition (digital only)	£34	20 May 2026

FUTURE PUBLISHED

£45	KG650E Procedures for port State control, 2026 Edition (digital)	June 2026
£39	KC657E Instruments related to procedures for port State control, 2026 Edition	June 2026
£39	KC532E London Convention and London Protocol, 2026 Edition (digital)	June 2026
£45	IG650E Procedures for port State control, 2026 Edition	July 2026
£39	IC532E London Convention and London Protocol, 2026 Edition	July 2026
£69	IC155E FSS Code, 2026 Edition	July 2026
£84	KTA137E Model Course 1.37: Chemical tanker cargo and ballast handling simulator	August 2026

QUOTES !

What do you want to be a sailor for? There are greater storms in politics than you will ever find at sea. Piracy, broadsides, blood on the decks. You will find them all in politics.

At last the anchor was up, the sails were set, and off sailor glided. It was a sharp, cold Christmas; and as the short northern day merged into night, sailor found themselves almost broad upon the wintry ocean, whose freezing spray cased us in ice, as in polished armor.

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

Chairman

Executive Office

Capt.(Dr.) A.V. Apandkar (Principal, TSR)

Mr. V.A.Kamath (MR, TSR)

A. K. Sinha (Vice Principal)

Dr..Anupam Dhondiyal, (Vice Principal & Dean of Hospitality studies)

Capt. Manish B. Aserkar (Course in-charge BSc., NS, MU)

Capt. Yogendra Ku. Misra (Course in-charge, IMU)

Capt. S. P. Roy (Course in-charge, GP Rating)

Mr. Satish Upadhyay (Course in-charge, GME)

Mr. Siraj Shaikh (Course in-charge, BACA)

Mr. Cletus Paul (Course in-charge, MHS)

Mr. Chandan Paradeshi (Course in-charge, CCMC)

Mr. Parag Agnihotri (Course in-charge, GMDSS)

Mr. A. K. Sharma (Course in-charge Fire Fighting)

Sagardweep Hostel

Reception Center

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

Editor

Mr. Ram Chandra Pollai, Librarian