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World's First Methanol Powered Chemical Bunker Tanker

***VOLUME NO. 25, ISSUE NO. 9
September, 2025
TRAINING SHIP RAHAMAN
NHAVA***

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I. D. G. S. CIRCULAR / ORDER



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

DGS - Circular No. 36 of 2025

(STCW Circular No. 03 of 2025)

File No. 25-1041712025 - DGS		Comp. No.: 33029	Date: 10.09.2025
Authorized by Chief Examiner of Master and Mates	Subject: Revised Course Curriculum for NWKO (NCV) Course.		
1. Maritime Safety and Training, Examination and Assessment of Seafarers are paramount to the Directorate General of Shipping (DGS), the competent authority of the Government of India for maritime affairs. The DGS periodically reviews the syllabi of competency courses to ensure that it meets the requirements of the shipping industry. 2. A Syllabus Revision Committee was constituted by the Directorate vide N.T. Wing / EAC Branch Nautical Circular No. 17 of 2024 dated 02.07.2024 for the revision of syllabi for Nautical Competency Courses leading to Certificate of Competency (CoC) examinations. 3. Upon extensive deliberations with the stakeholders by the said committee, the syllabus for the NWKO (NCV) Course has been reviewed and revised. The updated syllabus incorporates all amendments to the STCW Convention till date, including the 2010 Manila Amendments. 4. Based on the recommendations of the committee, the revised course syllabus, course duration, and instructional hours have been finalized. These are enclosed as: a. Annexure 1 - Revised Syllabus b. Annexure 2 - Standard Format for Certificate of Course Completion c. Annexure 3 - NWKO (NCV) - Summary of Examination (Function -wise) (Reference: Table A –II/1 – STCW 2010 d. Annexure 4 - List of Library Books, Publications, and Reference Materials			

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9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai-400042
फोन/Tel No.: +91-22-2575 2040/1/2/3 फैक्स/Fax.: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in

5. It is expected that all approved maritime training institutes will adhere to these guidelines in letter and spirit.

6. The revised guidelines for NWKO (NCV) Course shall come into force with effect from Sept 2025 onwards. Henceforth, NWKO (NCV) Course shall commence on the 15th day of each month, or the following working day, as prescribed in the Annual Schedule of Courses and Examinations published on the DGS website.

7. This is issued with the approval of the Chief Examiner of Masters and Mates.


(Capt. Ravi Singh Sikarwar) 10/09/25

Nautical Surveyor-cum- DDG (Tech.)

To,

1. DGS Secretariat.
2. Chief Surveyor with the Govt. of India
3. Nautical Advisor to the Govt. of India
4. All Maritime Training Institutes
4. INSA/FOSMA/MASSA/ICCSA
5. Computer Cell

Click below link for see detailed annexure -

<https://www.dgshipping.gov.in/writereaddata/News/202509100659548456606STCWCir03of2025NWKONCV.pdf>



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DGS Circular 39 of 2025

File No.: 46/4/2025-SWFS (Comp. No.: 34148)

Date: 18.09.2025

Subject: Welfare Schemes Administered by Seafarers' Welfare Fund Society (SWFS) for Indian Seafarers - reg.

The Directorate General of Shipping (DGS), an attached office under the Ministry of Ports, Shipping and Waterways (MoPSW), Government of India, serves as the apex maritime authority responsible for the development, regulation, and promotion of the Indian shipping industry. Since its establishment in 1949, the DGS has played a pivotal role in formulating and implementing shipping policies, maritime safety regulations, and standards for maritime education and training.

2. The Seafarers' Welfare Fund Society (SWFS), a central organization registered under the Societies Registration Act, 1860, and the Bombay Public Trust Act, 1950, operates under the administrative purview of the Directorate General of Shipping. As provided under Section 101 of the Merchant Shipping Act, 1958, the SWFS manages the Seafarers' Welfare Fund, which is dedicated to providing a wide array of welfare services and support mechanisms for Indian seafarers and their families, both in India and abroad.

3. The SWFS is governed by a Committee of Management (CoM) comprising representatives from Indian and foreign shipowners, seafarers' unions, and government nominees, and is chaired by the Director General of Shipping. The Society is responsible for funding welfare infrastructure, providing grants, acquiring assets, and implementing various physical and digital welfare enhancement projects.

4. In accordance with the objectives outlined in Article 3 (XV) of the Society's Memorandum of Association, financial assistance may be granted to Indian seafarers who meet the eligibility criteria specified in Rule 3 of the Society's regulations. Assistance to seafarers and their families are provided under the following schemes:

1. **Survivor Benefit Scheme (SBS)** - Financial assistance to the family of a deceased Indian seafarer

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2. **Invalidity Benefit Scheme (IBS)** - Support for Indian seafarers declared permanently unfit for sea service
3. **Family Benefit Welfare Scheme (FBWS)** - Effective from January 1, 2019, this scheme provides support to dependent families of seafarers
4. **Maternity Benefit Scheme (MBS)** - Financial assistance for Indian women seafarers during maternity
5. **Old Age Benefit Welfare Scheme (OABS)** - Assistance for seafarers who attain the age of 65 years on or after January 1, 2019
6. **Death on Board Benefit Scheme (DBBS)** - Support in cases of death or presumed death occurring on board
7. **Ex-Gratia Support Benefit Scheme (ESBS)** - Additional financial aid for specific cases of hardship
8. **Award to Meritorious Child of Seafarers (AMCS)** - Educational incentives for children of Indian seafarers

5. All Recruitment and Placement Services (RPS) agencies, shipping companies, seafarers' unions, welfare associations, Maritime Training Institutes (MTIs) and other relevant stakeholders are hereby advised to:

- Disseminate the information provided in this circular to both active and retired Indian seafarers
- Assist eligible beneficiaries in accessing application forms and related scheme documentation
- Encourage seafarers' families to keep their contact and banking details updated with the Seafarers Welfare Fund Society (SWFS)

6. Details of eligibility criteria, required documentation and application procedures for each scheme may be obtained from following:

1. Attached as **enclosure (copy enclosed)** to this circular
2. Available on the official website of the DG Shipping (<https://www.dgshipping.gov.in>)
3. Obtained from the SWFS Office

Seafarers' Welfare Fund Society (SWFS)

Nau Bhavan Building, Ground Floor, R. K. Marg, Ballard Estate, Mumbai-400 001

Tel No. 022 - 20826980, 22626981, Email: swfs1966@gmail.com /

swfs.dgs@govcontractor.in

7. This is issued with the approval of the Director General of Shipping.


18.09.25

Capt Nitin Mukesh

Dy. Nautical Advisor-cum-Senior DDG (Tech)

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<https://www.dgshipping.gov.in/writereaddata/News/2509180140058086541DGSCircular39of2025.pdf>



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File No. 23-55011/2/202-CREW-DGS (C. No. 2455)

Date: 01.10.2025

Merchant Shipping Notice No. 10 of 2025

Subject: Implementation of Revised guidelines for Inspection of RPS Providers under the Merchant Shipping (RPS) Rules, 2016 – reg.

The Directorate has been consistently monitoring the competitive landscape of global seafarer employment. In this context, achieving excellence in maritime education, training, and recruitment is vital to sustaining India's esteemed position in the international maritime sector. It is, therefore, imperative to continuously strengthen and uphold the standards of maritime training, shipboard training, and recruitment and placement services. To this end, the Directorate remains committed to enhancing and refining the mechanisms for effective implementation and monitoring on an ongoing basis.

2. Whereas, upon a comprehensive review of the existing monitoring mechanisms, it has been noted that the checklist used by surveyors, auditors and other inspectors when evaluating Recruitment and Placement Service Providers (RPSLs) audits requires significant qualitative improvements. In response, the Directorate has developed a more robust checklist specifically for the RPSL inspection process. This checklist will be implemented to assess the performance of RPSLs, superseding the existing processes of initial, annual and renewal inspections as outlined under Rule 13 of the Merchant Shipping (RPS) Rules, 2016. A detailed pro-forma for conducting the Inspection is provided in Annexure – I.
3. As part of the enhanced oversight mechanism to ensure the quality and integrity of audits conducted by Recognized Organizations (ROs), it is mandatory for each RPSL company to undergo their third annual inspection by surveyors nominated directly by the DGS Crew Branch. These inspections shall be conducted by surveyors from DGS, MMD, DSEO, or GSO offices, as designated by the Crew Branch, in place of the respective RO for the third annual audit. Accordingly, all RPSL companies must submit applications to the DGS Crew Branch within the prescribed audit window for the nomination of surveyors. The nominated officers will carry out the audit and submit their reports to

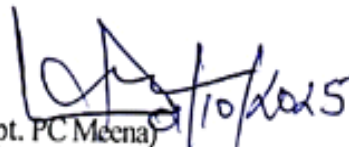
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the respective DSEO office via email or through the RPSL digital module for necessary update in the system in lieu of the RO in accordance with rule 13 of the MS (RPSL) Rules, 2016. This measure has been instituted to strengthen transparency, eliminate conflicts of interest, and uphold the highest standards of seafarer welfare and regulatory compliance.

4. Whereas, the Recognized Organizations (ROs) must adhere strictly to all applicable provisions of the RO Code, ensuring compliance with the functional, organizational, and control requirements that are mandated for ROs conducting statutory certification and providing services under mandatory International Maritime Organization (IMO) instruments.
 5. Whereas the newly developed checklist will be implemented with effect from 01.11.2025 and will be applicable to all initial, annual, renewal and special inspections ensuring consistency and improvement in the evaluation process. Failure to comply with the updated inspection parameters may attract penal provisions under MS Act and RPS rules as applicable, including but not limited to suspension or cancellation of the RPS license.
6. This issue with the approval of the Director General of Shipping.


(Capt. PC Meena)

Dy. Director General of Shipping

To,

1. All stakeholders
2. All Recognized Organizations
3. All MMD's
4. Computer Cell for uploading on DGS Website.
5. Hindi Cell for translation

Click below link for see detailed annexure -

<https://www.dgshipping.gov.in/writereaddata/News/202510010524147413837ImplementationofRevisedguidelines001.pdf>



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MINISTRY OF PORTS, SHIPPING AND WATERWAYS

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DIRECTORATE GENERAL OF SHIPPING,

F. No. 23-65/3/2025-CREW – DGS (C. No. 34655)

Date: 01.10.2025

DGS Circular No. 43 of 2025

Subject: Prevention of Forged Entries in Continuous Discharge Certificates (CDCs) by RPSL Agents / Shipping Companies /Seafarers – reg.

Whereas, various instances have come to the attention of this Directorate, wherein fraudulent sea service entries have been found to have forged or fraudulently inserted into Continuous Discharge Certificates (CDCs), which falsely indicate that seafarers had served on vessels they never boarded.

2. Whereas, it has been found that unauthorized ship stamps are being used, and the same is being found to involve Recruitment and Placement Services (RPS) entities or persons or agents or non RPS company fraudulently misrepresenting as valid RPS license holders or non-compliant shipping entities. This matter was examined by the Directorate and noted followings.

3. Whereas the Continuous Discharge Certificate (CDC) is a vital legal document issued under the Merchant Shipping Act, 1958 and the CDC Rules. It serves as the official record of sea service for Indian seafarers. The integrity of the CDC is critical to the credibility of Indian maritime credentials, enforcement of safety standards, and compliance with international obligations, including the STCW Convention and the ILO Maritime Labour Convention (MLC), 2006; and

4. Whereas, in accordance with the amended Section 436 of the Merchant Shipping Act, as updated through the Jan Vishwas (Amendment of Provisions) Act, 2023, the penalties for offences listed under Serial No. 35 include:

“If any person—

- a. forges or fraudulently alters any certificate of discharge, work certificate, or CDC; or
- b. fraudulently uses any such forged or unauthorized document—

Penalty: A fine of up to Rs. 2,00,000/- (Rupees Two Lakhs), which may be imposed by the Principal Officer of the jurisdictional Mercantile Marine Department (MMD).”

Therefore, by virtue of powers vested under Merchant Shipping (Continuous Discharge Certificate) Rules, 2017 and Merchant Shipping (Recruitment and Placement of Seafarers) Rules, 2016 read with Section 7 of Merchant Shipping Act 1958 (Act no. 44 of 1958), as amended; this Circular is issued to prevent misuse and / or fraudulent manipulation of the Continuous Discharge Certificate (CDC); and accordingly, the following are issued for strict compliance by all stake holders involved to ensure that appropriate legal action is initiated wherever such violations are detected.

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- I. Accordingly, all RPSL agencies, shipping companies, and Masters of Indian- flagged vessels are hereby directed to:
 - a. Strictly refrain from making or facilitating any fraudulent or unauthorized entries in the CDCs of Indian seafarers.
 - b. Ensure that only the authorized Master enters and authenticates sea service records, based on actual onboard service.
 - c. Upload and preserve verifiable sea service data in the e-Governance system of DG Shipping.
 - d. Immediately report any suspected cases of forged CDC entries to the jurisdictional Government Shipping Offices or Principal Officer or the Crew Branch of the Directorate for cancellation of the CDC and deleting the wrong entries from e-Gov portal.
- II. Any RPSL agency or shipping company or seafarers found to be involved in such fraudulent practices shall be liable for the following actions:
 - a. Suspension or cancellation of their RPSL license under Rule 12 of the MS (RPS) Rules, 2016.
 - b. Blacklisting and denial of manning approvals for a period of up to five years.
 - c. Penal action under Section 436 of the Merchant Shipping Act, as amended.
 - d. Notification to Flag States, P&I Clubs, and Port State Control (PSC) authorities, as applicable.
 - e. The seafarer shall be debarred for a minimum period of one years from joining ship and CDC to be suspended for one years.
5. In view of the above, it is hereby directed that INSA, ICSSA, FOSMA, MASSA, registered Trade Unions, RPSL Companies, DG Shipping-approved Maritime Training Institutes, and all other stakeholders, engaged in maritime trade; shall formulate and implement all necessary internal procedures and safeguards to prevent the recurrence of fraudulent practices by certain companies and individuals.
6. These institutional guidelines and internal controls shall be intended to serve and protect Indian seafarers from falling victim to unscrupulous agents or entities engaged in malpractices related to seafarer recruitment and placement. Stakeholders are advised to sensitize their associated members and ensure compliance with the same in the interest of transparency, safety, and integrity of the Indian maritime workforce.
7. Additionally, all Seamen Employment Offices, Government Shipping Offices, and Mercantile Marine Departments (MMDs) are hereby directed to ensure strict compliance with the provisions of Section 436 of the Merchant Shipping Act, 1958, as amended by the Jan Vishwas (Amendment of Provisions) Act, 2023, in all relevant cases. All field offices are hereby directed to exercise due diligence and take prompt measures to uphold the integrity of maritime certification processes.

This issues with the approval of the Director General of Shipping.

(Capt. P.C. Meena)

Deputy Director General of Shipping

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II. IMO NEWS

A first for women Port Facility Security Auditors

A pioneering train-the-trainer workshop on Port Facility Security Auditors, the first of its kind specifically for women participants, is taking place at IMO Headquarters (6-10 October).

The training is being attended by 12 women in maritime from Brazil, Djibouti, Ghana, Guatemala, Mauritius, Namibia, Portugal, Türkiye, United Kingdom, United Republic of Tanzania, and the United States. It is the first in a series of maritime security training to be rolled out in the coming months to help address the gender imbalance in the sector.

Port Facility Security Auditors evaluate a port's security measures and implementation of IMO's International Ship and Port Facility Security (ISPS) Code, to detect threats and assess compliance with international maritime security standards.

Addressing the participants at the workshop opening, Louise Proctor, Deputy Director for Planning and Programming at the IMO's Technical Cooperation & Implementation Division (TCID)) said: "You are here to learn, but you are also here to inspire. You are here to become trainers, mentors, and multipliers. And through your work, more women will have the chance to join this field, to contribute to maritime security, and to strengthen our collective future."

"More highly trained women means stronger maritime security," added Gisela Vieira, Acting Head of the Maritime Security Section. "Women in maritime security are even more unrepresented than in the maritime world at large, making these training opportunities, in which IMO's maritime security work and the Women in Maritime Programme come together, all the more important."

IMO steps up efforts to train seafarers on alternative fuels and new technologies

The International Maritime Organization is stepping up efforts to prepare seafarers for shipping's energy transition, in line with its strategy to cut greenhouse gas emissions from ships.

IMO has issued *Generic interim guidelines on training for seafarers on ships using alternative fuels and new technologies* (STCW 7/ Circ. 25). The guidelines set out an international framework for the development and approval of training of seafarers serving on all ships using alternative fuels and new technologies.

Fuel- and technology- specific interim training guidelines - including for methyl/ethyl alcohol, ammonia, hydrogen, LPG, battery-powered ships and fuel cells - are also being developed. They will be considered by the IMO's Sub-Committee on Human Element, Training and Watchkeeping in February 2026 (HTW 12).

These guidelines are expected to form the basis for mandatory requirements for seafarer training under the revised 1978 STCW Convention Code, currently under review to support decarbonisation, digitalisation and other developments.

Developing capacity through technical support

Along with regulations, IMO is expanding its support to Member States. Examples of ongoing initiatives include:

- A three-year project funded by Japan to train instructors from Asian countries in operating LNG-fuelled ships;
- A partnership with the World Maritime University to produce training materials for seafarers on alternative fuels, which also contributed to the Maritime Just Transition Task Force training frameworks, launched in September;
- Support for trainers in developing countries to produce locally relevant courses along with online learning modules through the GreenVoyage2050 Programme;
- Platforms to connect regulators and practitioners, such as a recent seminar in Singapore showcasing practical training innovations from simulators and VR tools to methanol firefighting exercises.

A just and prepared transition

With new training standards, enhanced technical support for Member States and closer engagement with industry and academia, IMO is laying the groundwork for a just and well-prepared energy transition for seafarers.

III. SHIPPING NEWS

22-Year-Old Senior Merchant Navy Cadet Missing from Oil Tanker En Route to China

A 22-year-old merchant navy cadet from Dehradun, India, has gone missing from an oil tanker sailing off the coast of Sri Lanka. The missing cadet, identified as Karandeep Singh Rana, was serving as a senior deck cadet on a vessel operated by Executive Ship Management Pvt Ltd (ESM) when he disappeared on 20 September.

According to his father, Narendra Singh Rana, the family received a call from the company's Mumbai office at around 9:30 p.m. on 20 September, informing them that Karandeep had gone missing from the ship. He said the family had spoken to Karandeep earlier that afternoon and that he appeared completely fine at the time.

Karandeep, a resident of Patel Nagar in Dehradun, left India on August 18 for Singapore and boarded a tanker bound for Iraq. From Iraq, the vessel headed to China via Sri Lanka. During the journey, Karandeep went missing.

Company officials told his family that he had gone alone to the deck and had not been seen since. Despite an extensive search on board and in nearby waters, he could not be found.

In a statement, Executive Ship Management Pvt Ltd said a 96-hour search was carried out and a full investigation will begin once the ship reaches China. The company described the loss as "profoundly tragic." Meanwhile, Karandeep's family has appealed to both state and central authorities for help. His father said they have reached out through the Chief Minister's Portal, the Prime Minister's Portal, and the Ministry of External Affairs. He also met Uttarakhand Chief Minister Pushkar Singh Dhami on Saturday to request his personal intervention in the matter.

His father, Narendra, who works in a private firm, said the family is in constant touch with authorities and the company to obtain clarity about what happened. He added that Karandeep had dreamed of joining the Merchant Navy and was close to becoming a Third Officer.

Oil Tanker Explosion at Indonesia's Batam Shipyard Kills 10 & Injures Over 20

A deadly explosion on an oil tanker undergoing repairs at a shipyard on Indonesia's Batam Island has killed at least 10 people and injured more than 20, local authorities said early Wednesday.

The tanker, MT Federal II, was docked at the Tanjungcang seaport in the Riau Islands province when the fire erupted at around 4 a.m. local time (2100 GMT Tuesday).

The blaze, which began in the vessel's gas tank while repair work was in progress, was quickly followed by a powerful explosion that forced workers to flee in panic.

Riau Islands Provincial Police Chief Asep Safrudin said that ten people had been killed and 21 others were being treated at nearby hospitals, four of them in critical condition. He added that the blast occurred while repair crews were still working on board the tanker. Batam City Police Chief Zaenal Arifin confirmed that MT Federal II was docked for maintenance and was not carrying oil at the time of the incident.

World's First Methanol-Powered Chemical Bunker Tanker Launched in China

The world's first methanol-powered IMO II chemical bunker tanker, Maya Cosulich, was officially launched at Taizhou Maple Leaf Shipyard on October 9, 2025.

The vessel was launched by Ms. Hoe Sook Mei from the company's Singapore office, who acted as the ship's Godmother and performed the traditional ribbon-cutting ceremony.

The Maya Cosulich, developed by SeaTech Solutions International Pte Ltd, is powered by diesel-electric propulsion, incorporates onboard battery storage, and is fitted with two mass flow meters (MFMs).

The tanker complies fully with MPA methanol bunkering standards and will be among the dual-fuel methanol bunker vessels to operate in the Port of Singapore, setting a new standard for the safe and efficient supply of alternative fuels.

The vessel is expected to arrive in Singapore by the end of 2025, after which it will begin operations under a time charter with TFG Marine. TFG Marine representatives stated that the addition of Maya Cosulich will strengthen the company's ability to provide customers with a reliable and transparent supply of marine fuels, while also supporting the industry's transition to low-carbon alternatives.

The Group's Head of Marine Energy described the launch as a demonstration of commitment to innovation and collaboration in the energy transition.

India Recognises Three Major Ports as Green Hydrogen Hubs

The Indian government has recognised three major ports, Deendayal in Gujarat, V.O. Chidambaranar in Tamil Nadu, and Paradip in Odisha, as Green Hydrogen Hubs under the National Green Hydrogen Mission. Officials say the recognition will help build a strong hydrogen ecosystem, attract green investments, encourage industrial participation, and promote innovation in clean fuel technologies. The recognition also positions these ports as key centres in India's energy transition.

Union Ports, Shipping and Waterways Minister Sarbananda Sonowal described the decision as a major milestone for India's maritime sector. He highlighted the importance of ports as strategic points in the country's efforts to achieve net zero emissions by 2070.

The National Green Hydrogen Mission aims to make India a global hub for producing, using, and exporting green hydrogen and its derivatives. It follows a cluster-based development model to support early-stage projects, encourage infrastructure convergence, and help achieve economies of scale in chosen regions. According to the government, Hydrogen Valley Innovation Clusters (HVICs) and Green Hydrogen Hubs provide the framework to identify and develop regions suitable for large-scale hydrogen activity.

Officials say recognising the three ports is expected to speed up industrial participation, investment, and innovation in the clean energy sector.

Odisha to become first coastal state to roll out marine spatial planning framework

Odisha is poised to become the first among India's nine coastal states to implement a Marine Spatial Planning (MSP) framework, marking a major step toward advancing its blue economy. The initiative builds on the successful rollout of MSP in the Union Territories of Puducherry and Lakshadweep in 2023. According to Chithra Arumugam, Secretary, Department of Science and Technology, the Odisha government will soon sign an MoU with the National Centre for Coastal Research (NCCR) under the Ministry of Earth Sciences (MoES) to integrate MSP into the state's development agenda. The collaboration will form part of the second phase of the Indo-Norway Ocean Initiative, aimed at promoting sustainable ocean governance.

A high-level review meeting chaired by State Development Commissioner Anu Garg on September 19 brought together NCCR officials and representatives from key state departments to discuss the framework's rollout. The meeting resolved to form a steering committee, led by the Development Commissioner, to coordinate MSP implementation and monitor progress. Each participating department will designate a nodal officer to share data and inputs with NCCR. Experts believe MSP will unlock Odisha's largely untapped 575-km coastline, currently dominated by maritime trade, tourism, and fisheries. Abhishekh Agrawal, a marine economist, noted that the initiative could attract new investments, generate employment, and enhance long-term sustainability.

Odisha to launch Inland Vessel Rules, 2025 at India Maritime Week

The decision was taken at the 6th meeting of the Odisha Maritime Board (OMB), chaired by Chief Secretary Manoj Ahuja, where the state charted a comprehensive strategy to position itself as a key maritime hub. Odisha is set to make a strong pitch for its maritime and green energy ambitions at the upcoming India Maritime Week (IMW) 2025, scheduled to be held in Mumbai from October 27 to 31. The state will unveil the Odisha Inland Vessel Rules, 2025, a milestone regulatory framework aimed at strengthening inland water transport and maritime governance.

The decision was taken at the 6th meeting of the Odisha Maritime Board (OMB), chaired by Chief Secretary Manoj Ahuja, where the state charted a comprehensive strategy to position itself as a key maritime hub. Odisha's participation will highlight its growing leadership in green hydrogen production and export, and its emerging capabilities in shipbuilding, ship repair, and ship recycling.

The state will also showcase its focus on captive jetty development, port-led industrialisation, and skilling initiatives to create a future-ready maritime workforce.

Several MoUs are expected to be signed with major national agencies, including the Indian Ports Association (IPA), Paradip Port Authority (PPA), Indian Port Rail and Ropeway Corporation Ltd (IPRCL), and the Inland Waterways Authority of India (IWAI) to boost maritime infrastructure and tourism. Adding to the state's showcase, Odisha will release two flagship publications - a coffee table book tracing its evolution from the ancient maritime legacy of Kalinga to its modern maritime vision, and a white paper on the Odisha Maritime Perspective Plan (OMPP) outlining a long-term roadmap for integrated maritime development.

IV. CATERING & HOSPITALITY

HEALTHY EATING ON BOARD: SIMPLE TIPS FOR SEAFARERS

Maintaining a balanced and nutritious diet is essential for seafarers who face unique challenges in staying healthy while on board ships. Limited access to fresh foods, irregular meal schedules, environmental conditions and long working hours can all contribute to unhealthy eating habits, leading to low energy levels, weight gain, and potential long term health issues. However, with some planning and awareness, seafarers can adopt healthier eating habits that will improve their overall health, mental wellbeing and increase energy levels.

Here are some steps that seafarers can take to improve their diet:

1. PRIORITISE BALANCED MEALS

One of the most effective ways to maintain energy levels is to eat balanced meals. This means including a combination of carbohydrates, proteins and healthy fats in each meal. Carbohydrates like rice, potatoes and whole grains provide essential energy, while protein sources such as meat, fish and legumes support muscle repair and immune health. Healthy fats from sources like olive oil, nuts and fish can improve brain function and provide sustained energy. To make balanced eating easier, try to create meals that consist of about half vegetables, a quarter protein and a quarter carbohydrates. This formula helps manage portion sizes and provides a variety of nutrients.

2. CHOOSE WHOLE FOODS WHEN POSSIBLE

While it can be tempting to rely on processed foods for convenience, especially on long voyages, they are often high in unhealthy fats, sugars and preservatives. Whenever possible, choose whole foods like fresh vegetables, fruits, lean meats, eggs and whole grains. Even with limited access to fresh produce, frozen or canned vegetables and fruits (without added sugars) can be a nutritious alternative. Whole foods are packed with nutrients and help you feel full longer, reducing the urge to snack on less healthy options. Aim to eat five 80g portions of fruit and vegetables every day – the '5 A DAY' rule. As an approximate guide, one portion would be 3 to 4 tablespoons of cooked vegetables.

3. KEEP HYDRATED

Proper hydration is essential for physical and mental health. Dehydration can cause fatigue, headaches and decreased concentration— common issues among seafarers who work in varying temperatures and spend long hours on duty. Aim to drink at least 2 to 3 litres of water per day and increase intake in hot or physically demanding conditions.

4. AVOID EXCESSIVE SUGAR AND SALT

Sugary snacks and high salt foods are often available on board as quick and tasty options, but they can lead to energy crashes and contribute to long-term health problems like high blood pressure. Instead of reaching for sugary snacks, keep healthier alternatives like nuts, seeds and fresh or dried fruit on hand. If you're craving something sweet, consider a piece of fruit or a small portion of dark chocolate. Reducing salt intake by using herbs and spices for seasoning can also enhance flavour without impacting blood pressure. Aim to eat less than 6g (0.2oz) of salt a day, which is about a small teaspoonful.

5. PLAN FOR SNACKS AND QUICK MEALS

On busy shifts or when mealtimes are irregular, it can be challenging to make healthy choices. Planning for nutritious snacks like yogurt or hard-boiled eggs can prevent the urge to reach for high calorie, processed foods.

6. MAKE TIME FOR EXERCISE

While food choices are critical, regular exercise is equally important to staying healthy on board. Even a 15 to 20-minute daily workout, such as bodyweight exercises, stretching, or walking around the ship, can help manage weight, reduce stress, and improve overall energy levels.

By following the steps above, you will be making progress towards having a balanced diet. Adopting healthier eating habits on board may take some effort, but the benefits are well worth it. By planning balanced meals, choosing whole foods, staying hydrated, and minimising sugar and salt intake, seafarers can maintain a nutritious diet that supports their demanding work.

V. HEALTH ZONE

CircleDV Launches CDV Health to Empower Seafarers with Remote Healthcare

CircleDV, a tech specialist dedicated to improving human sustainability, launched CDV Health, a transformative digital platform designed to address the critical healthcare challenges faced by seafarers, essential to global trade.

Seafarers often operate in isolated environments, lacking immediate access to expert medical care beyond basic first aid provided by onboard medical officers.

This isolation, coupled with reliance on often unreliable satellite phone consultations, frequently leads to inaccurate remote diagnoses, delayed treatment, and costly, unnecessary evacuations for non-critical cases. Approximately 20% of ship diversions, each incurring significant expense, are attributed to such situations.

CDV Health directly addresses these inefficiencies by integrating a user-friendly telehealth app with a smart health monitor. This monitor automatically measures six key health vitals of seafarers: blood glucose, blood pressure, body temperature, ECG, heart rate, and SpO2 (oxygen saturation), and seamlessly uploads them into the system.

This automation significantly improves the accuracy of remote diagnosis compared to manual reporting, with the ability to transmit readings live to an onshore doctor during a consultation.

CDV Health delivers key benefits to both seafarers and shipping companies. For seafarers, it provides 24/7 access to medical expertise and secure digital health records, bringing reassurance and continuity of care even in the most remote waters.

For shipping companies, it ensures medical regulatory compliance, reduces costs from avoidable emergencies and evacuations, and unlocks data-driven insights into medicine usage and crew health trends, strengthening both well-being at sea and operational efficiency.

CDV Health is a step towards improving healthcare at sea, providing reliable access to medical care for seafarers. With a network of 80+ medical professionals and experts, backed by 30+ years of leading maritime medical experience, and a global multilingual team across 20+ countries, CDV Health helps seafarers stay informed, proactive, and confident about their well-being.

As a core part of CircleDV's commitment to human sustainability, CDV Health supports seafarer well-being while they continue their essential work in global trade. "Every seafarer should feel in control of their health," says Meei Wong, Founder and CEO of CircleDV. "With CDV Health, they can access care and carry their medical records wherever they go, giving them true ownership over their wellbeing."

CDV Health has partnered with leading medical practitioners across over 20 countries, including India, Hong Kong, China, the Middle East, Singapore, and the Philippines, ensuring continuous 24/7 coverage for seafarers worldwide.



VI. ARTICLE INDEXING

Maritime security navigating an era of unprecedented challenges

The industry's response strategies have yielded mixed results. While rerouting significantly reduced the target environment in the Red Sea, it has sadly not eliminated attacks or their awful consequences for seafarers aboard targeted vessels.

The maritime industry has faced an extraordinary period of disruption over the past few years, from the Red Sea crisis and Ukraine conflict, to continued piracy threats in South East Asia. As we navigate these challenges, the lessons learned are reshaping how we approach maritime security globally. Drawing from extensive experience contributing to the International Chamber of Shipping's Maritime Security Guide and frontline observations of recent crises, it's clear that the industry's resilience has been tested and proven, but significant challenges lie ahead.

The shifting maritime security landscape has necessitated a move from a geographical focus to a comprehensive threat-based methodology. The latest Best Management Practices (BMP) Maritime Security guidelines reflect this evolution, moving away from region-specific advice to a universal framework that allows companies to conduct thorough threat assessments for each voyage. This transformation represents more than just a change in documentation, it's a philosophical shift toward proactive security management. The sequential layout of modern BMP guidelines enables companies of all sizes, from single-ship operators to hundred-vessel fleets, to apply consistent security standards. The beauty of this approach lies in its universality; the fundamental threat assessment process has universal applicability, and its embedding in shipping companies' security culture has unquestionably enhanced industry-wide security.

However, the effectiveness of security measures remains threat-dependent. What proves essential in one scenario may be irrelevant in another, reinforcing the importance of voyage-specific threat and risk assessments rather than blanket security protocols. This nuanced approach acknowledges that maritime security cannot be solved with one-size-fits-all solutions, despite the universal applicability of the assessment framework itself. The complexity of modern maritime threats requires comprehensive guidance that addresses everything from traditional piracy to cyber-attacks and terrorism, challenges that are thoroughly examined in ICS's Maritime Security Guide.

The ongoing Red Sea crisis stands as perhaps the most significant maritime security challenge of recent years. The crisis has had profound operational impacts, with 60 per cent of trade diverting from the usual Red Sea route around the Cape of Good Hope instead. Yet remarkably, the financial impact has been minimised by industry resilience, preventing the anticipated price rises for consumers that many feared.

The industry's response strategies have yielded mixed results. While rerouting significantly reduced the target environment in the Red Sea, it has sadly not eliminated attacks or their awful consequences for seafarers aboard targeted vessels. More positively, the massive increase in maritime situational awareness, assisted by naval missions in the region, has provided contingent security benefits, enabling companies to accurately assess voyage-specific threats. Perhaps most importantly, the crisis has generated an exemplary reporting and information architecture that demonstrates effective industry-military liaison. This model should be replicated wherever security crises arise, providing a blueprint for future crisis response.

The war in Ukraine initially created a blockade of Northwestern Black Sea trade, but innovative solutions have restored operations to surprising levels. Trade flows have now reached antebellum levels, demonstrating the industry's remarkable adaptability. The Black Sea Grain Initiative represented a unique diplomatic and operational solution to conflict-related challenges. The subsequent humanitarian corridor has maintained trade flow to Ukrainian ports despite ongoing threats from mines and collateral damage from attacks on port infrastructure. This success suggests that long-term shipping pattern changes in the Black Sea may be minimal, with trade flows having already normalised. Operating in such areas of war and war-like risk requires sophisticated planning and risk management, precisely the type of practical guidance that modern security resources must provide to shipping professionals.

In South East Asia, piracy continues to follow traditional patterns, with criminals boarding vessels primarily for robbery. The Straits of Malacca and Singapore remain the region's highest-risk areas, requiring thorough threat and risk assessment for all voyages, particularly when vessels are at

anchor. However, regional cooperation has achieved remarkable success in what was once the global hotbed of maritime piracy. Recent action by Indonesian authorities has severely impacted criminal gangs' operational capacity, with hopes that continued enforcement will eradicate this longstanding threat entirely.

Looking ahead, three significant challenges dominate the maritime security horizon. Regional conflicts will remain a persistent threat, requiring constant vigilance and adaptive responses. The introduction of loitering munitions has added an entirely new dimension to maritime threats, demanding sophisticated guidance and countermeasures that the industry is still developing. Cyber security presents an escalating concern that will become increasingly complex as systems integrate further and artificial intelligence becomes more prevalent in maritime operations. The interconnected nature of modern shipping systems creates new vulnerabilities that require comprehensive protection strategies, making maritime cyber risk management an essential competency for today's shipping professionals.

Additionally, drug smuggling continues to challenge shipping companies, complicated by the risk of unfair criminalisation in some jurisdictions. This creates a dual burden: preventing criminal exploitation while protecting legitimate maritime operators from unjust prosecution. The complexity of this challenge requires careful navigation between security responsibilities and legal protections, alongside practical guidance on managing issues like stowaways and rescues at sea.

The key to addressing future maritime security challenges lies in enhanced cooperation. We know from experience that international cooperation works. The cooperation between EUNAVFOR Atalanta, Combined Maritime Forces and NATO was central to combating Somali piracy, and the reporting and response architectures developed through that process are a model that should be replicated wherever there are security threats. Policymakers must understand the peculiarities of shipping to ensure crisis responses match industry needs and are properly tailored to the maritime environment. For the industry itself, constant vigilance and awareness remain fundamental to preparedness in the face of an uncertain security environment. Horizon scanning for likely crises and emerging threats ensures the maritime sector isn't caught off-guard when new security dangers manifest at sea. This proactive approach, combined with the lessons learned from recent crises, positions the industry to respond more effectively to future challenges. Having trusted security resources collected in one place, from the latest BMP guidelines to Maritime Industry Security Threat Overview (MISTO) and comprehensive risk assessment tools, enables shipping companies to maintain the high standards of security preparedness that today's threat environment demands.

For shipping executives navigating this complex security environment, three priorities stand out as essential. First, conduct thorough threat and risk assessments for every voyage, without exception. The voyage-specific approach enshrined in modern BMP guidelines must become standard practice across all operations. Second, actively connect with regional security architectures to leverage collective intelligence and response capabilities. The success of cooperative frameworks demonstrates the value of shared situational awareness and coordinated responses. Third, rigorously follow Best Management Practices for Maritime Security as the foundation for all security protocols. The maritime industry has demonstrated remarkable resilience in the face of unprecedented challenges. From the Red Sea crisis to Black Sea innovations and South East Asian success stories, shipping has adapted, innovated, and overcome. The financial stability maintained during the Red Sea crisis, the restoration of Black Sea trade flows, and the dramatic reduction in South East Asian piracy all testify to the industry's capacity for effective response and adaptation.

However, the evolving nature of maritime threats demands continued vigilance, enhanced cooperation, and unwavering commitment to security best practices. The introduction of new threat vectors like loitering munitions and the growing complexity of cyber security challenges require the industry to remain agile and forward-thinking. Masters, company security officers, ship security officers, and port facility security officers must have access to comprehensive, up-to-date guidance that addresses both statutory requirements under SOLAS and the ISPS Code, and practical operational realities. As we navigate an uncertain future, the lessons learned from recent crises provide both warning and reassurance. The industry's capacity for adaptation and the effectiveness of international cooperation when properly implemented offer hope that maritime trade will continue to flow safely across the world's oceans, even as new challenges emerge on the horizon.

VII. NEW ARRIVAL

1. Hotelier India monthly magazine
2. Journal of Hospitality Application & Research (JOHAR) biannual journal
3. International Journal of Hospitality and tourism system
4. IMO Model course 1.25 (General operators certificate for the GMDSS)

VIII. NEW PUBLICATIONS

£79	KTC321E	Model Course 3.21: Port facility security officer (digital only)	October 2025
£48	KL960F	IAMSAR Manual Volume I, 2025 Edition,	October 2025
£34	KA915F	STCW-F, 2025 Edition, French Edition	October 2025
£89	II961E	IAMSAR Manual Volume II, 2025 Edition	October 2025
£98	IL962E	IAMSAR Manual Volume III, 2025 Edition	November 2025
£24	IC966E	IAMSAR Manual Action Cards, 2025 Edition	November 2025
£79	KTA314E	Model Course 3.14: SAR mission coordinator (IAMSAR Manual vol. 2) (digital only)	November 2025
£79	KTB309E	Model Course 3.09: Port State Control (digital only)	December 2025
£79	KTB305E	Model Course 3.05: Survey of fire appliances and provisions	December 2025
£79	KTA323E	Model Course 3.23: Actions to be taken to prevent acts of piracy and armed robbery (digital only)	December 2025

QUOTES

Adventure comes in all shapes and sizes. It can be dramatic or poetic, heart pounding or profound. It can be all of the above or something totally and completely unexpected."

Michelle Segrest

You need something to open up a new door, to show you something you seen before but overlooked a hundred times or more."

Bob Dylan

"The big challenge is to become all that you have the possibility of becoming. You cannot believe what it does to the human spirit to maximize your human potential and stretch yourself to the limit."

Jim Rohn

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

Editor

Mr. Ram Chandra Pollai, Librarian