

GEORGE CAMPBELL LIBRARY CURRENT AWARENESS SERVICE



New Safety Kits equip Seafarers to survive missile and drone attacks in Ukrainian Ports

***VOLUME NO. 26, ISSUE NO. 02
February, 2026
TRAINING SHIP RAHAMAN
NHAVA***

CONTENTS

I.	DGS Circular / Order	...	...	...	01
II.	IMO News	...	...	...	06
III.	ILO News	...	...	...	07
IV.	Shipping News	...	...	...	08
V.	Article Indexing	...	...	...	11
VI.	Health Zone	...	...	...	12
VII.	New Arrivals	...	...	...	14
VIII.	New Publication	...	...	...	14



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 03 of 2026

File No: 25-20011/24/2024-NT - DGS

Date: 02.02.2026

Subject: Mandatory Training Requirements for Security Personnel engaged by the Port Facilities – reg.

1. The Directorate General of Shipping has approved the training course developed by the Central Industrial Security Force (CISF) for the Security Personnel engaged by the Port Facilities. The said training course is meeting the requirements of the ISPS Code and the relevant IMO Model course 3.24 on Security awareness training for the personnel having designated security duties in the Port Facilities.
2. The Directorate considers it necessary to ensure standardized and mandatory training of Security Personnel engaged in providing security services in Port facilities. Accordingly, it has been decided that all the Security Personnel deployed for Port security functions are required to undergo the said training course developed by the CISF.
3. The security training framework, including the syllabus, course structure, training methodology, and qualification criteria has been prepared by CISF and approved by the Directorate General of Shipping. The said approved training course is aligned with the relevant provisions of the ISPS Code and the relevant IMO Model course 3.24, to ensure competency- based training and standardization. The details of the approved training course are as follows;

Name of the training course:	Security awareness training for Port Facility personnel with designated security duties
Duration:	5 days
Intake capacity per batch:	Maximum 40 candidates
Frequency:	One/two batches per month
Location of the training:	Mumbai/Chennai/Kolkata/Kandla/Kochi/Vizag and any additional location specified by CISF.

4. Therefore, all the Security Personnel (both Govt and Private) engaged in providing security services in all the Port Facilities shall undergo the said Security training course within a period of six months. The course will be conducted by the Central Industrial Security Force (CISF) training division. The course fee for the trainees will be borne by concerned port authority/port operator/private security agency (PSA). The port authorities/operators are encouraged to provide necessary facilities and logistics to CISF training division for conducting training to PSAs. Further

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

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

modalities and details regarding the course including the schedule, venue, booking details, fees etc., may be obtained from CISF nodal officer Name: Shri Prashant Dwivedi, AIG/WZ-I, Navi Mumbai, Email id: digwz@cisf.gov.in

5. It is necessary to ensure strict compliance by all concerned stakeholders to enhance port security preparedness, standardize competencies of private security personnel, and ensure uniform compliance with national and international maritime security norms.
6. It may be noted that failure to complete the mandated training shall make any Private Security personnel ineligible for deployment by port authorities, and such training shall constitute the minimum qualification for engagement of Private Security Personnel at Port Facilities.
7. All the Port Facilities, Recognized Port Facility Security Organizations, Private Security agencies providing services to the Port Facilities and other concerned entities shall ensure strict compliance with this Notice and shall engage only those security personnel who have successfully completed the mandated Security training. The CISF shall maintain the records of training conducted and certificates issued for verification.
8. This is issued with the approval of the competent authority.



Capt. Nitin Mukesh,
Dy. Nautical Advisor-cum Senior DDG (Tech)

02.02.26



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. 53 of 2025

F.No.: 18-23011/4/2026-ADMIN-DGS (C.No.38644)

Date: 12.02.2026

Sub.: Mandatory Display of Identity Cards by Regular Employees of DGS, Contractual Staff, and Consultants Engaged through Various Agencies— Regarding.

It has been observed that certain consultants and contractual staff engaged through different agencies for various projects under the Directorate General of Shipping (DGS) are attending office premises without prominently displaying their Identity Cards (I-Cards). This practice is inconsistent with the security and administrative norms prescribed for Central Government offices.

2. As per the Ministry of Home Affairs (MHA) Office Memorandum on Security in Government buildings and the Department of Personnel & Training (DoPT) instructions on outsourced manpower and consultants, all personnel working in Government establishments including regular employees, contractual staff, outsourced manpower, and consultants are required to carry and display valid Identity Cards at all times while on duty. The measure ensures security, access control, Accountability, and transparency in official premises.

3. In view of above, with the approval of the Competent Authority, the following instructions are hereby issued for strict compliance.

3.1 All government employees, contractual staff and consultants shall mandatory display their valid Identity Cards at all times while present in the office premises of DGS, including Headquarters and field offices.

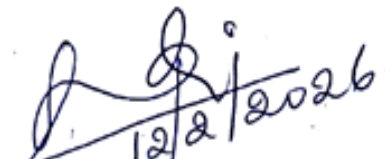
3.2 Entry into office premises may be denied to any individual not displaying a valid Identity Card.

3.3 Non-compliance with these instructions will be treated as a serious matter and may lead to reporting to the concerned agency and initiation of appropriate action, including restriction of access or termination of engagement, in accordance with contractual provisions.

3.4 All Divisions/Sections and security staff shall ensure strict enforcement of these instructions.

4. This Office Order shall come into force with immediate effect.

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


(Dr. Sudhir Kohakade, IRS)
Deputy Director General of Shipping

To

- i. All Officers of DG Shipping
- ii. Regular Employees of DGS
- iii. Contractual Staff and Consultants

Copy to:

- i. Director General of Shipping
- ii. Additional Director General of Shipping



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

DGS Circular No. 07 of 2026

File No. 25-104/60/2025-NT – DGS Comp. No 38050		Date: 21.02.2026
Authorised By: Chief Examiner of Master & Mates	Subject: <u>Preparatory Course for Oral Examination leading to Nautical Grade Certificate of Competency under the STCW Convention- reg.</u>	
Issued by: Nautical Wing, EAC Branch	NT Exam Circular No. 01 of 2026	
1. The Directorate General of Shipping is the competent authority under the Merchant Shipping Act, 1958 and the Merchant Shipping (Standards of Training, Certification and Watchkeeping for Seafarers) Rules, 2016, as amended, for the conduct of written and oral examinations for the assessment of the knowledge and competence of seafarers. Such examinations are conducted in accordance with the provisions of the STCW Convention, 1978, as amended. 2. The oral examination constitutes a pivotal component of the certification process and is designed to assess the practical knowledge, decision-making ability, professional judgement, and applied competence of candidates through viva voce assessment. These examinations are conducted by panels comprising Internal Examiners from the Directorate General of Shipping and Mercantile Marine Departments, as well as External Examiners drawn from a pool of industry professionals, faculty members of Maritime Training Institutes, and experienced Masters or Ex-Master Mariners, thereby ensuring a rigorous, objective, and holistic assessment framework. 3. An analysis of oral examination results for the years 2024 and 2025 indicates that overall candidate performance in oral examinations has not been satisfactory. It has been observed that a significant number of candidates are required to undertake multiple attempts in order to successfully clear the oral examination, despite having met the eligibility requirements and cleared the written examinations. 4. Upon deliberation, it has emerged that candidates do not receive adequate exposure to structured and standardised preparation specifically oriented towards oral examinations. At present, there exists no dedicated institutional mechanism for focused oral-examination preparation aligned with examination expectations, competency assessment standards, articulation requirements, and viva-based evaluation dynamics.		

5. In view of the above, the Directorate General of Shipping hereby introduces a Structured Oral Examination Preparatory Programme, to be conducted in a hybrid mode in collaboration with the Company of Master Mariners of India (CMMI). The programme is designed as a mentor-led, structured preparatory intervention aimed at enhancing candidate preparedness, improving articulation and applied reasoning, and strengthening overall examination outcomes. Participation in the programme shall ordinarily be Voluntary and recommendatory in nature.
6. Notwithstanding the above, participation in the Structured Oral Examination Preparatory Programme may be made mandatory for candidates showing poor performance in any oral examination despite multiple attempts.
7. The programme shall function strictly as a preparatory and facilitative mechanism towards the statutory oral examination process. Participation in the programme shall not be construed as a guarantee of examination success, nor shall it influence examiner independence or discretion during the conduct of statutory oral examinations.
8. The detailed scope, syllabus, methodology, monitoring framework, standardised evaluation sheets, and indicative timetable for implementation of the Structured Oral Examination Preparatory Programme are annexed to this Circular and shall be read as an integral part thereof.
9. The oral-examination preparatory syllabi for Second Mate (Foreign Going/ NWKO NCV), Chief Mate (Foreign Going/NCV), and Master (Foreign Going/NCV) are annexed to this Circular as Annexure II, Annexure III, and Annexure IV, respectively.
10. The Course Schedule will be released by CMMI on www.cmmi.co.in , and will commence from March 2026 onwards.

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



21.02.26

(Capt. Ravi Singh Sikarwar)

Nautical Surveyor-cum- DDG (Tech.)

To:

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

Copy to:

1. All Mercantile Marine Department.

See annexure : 202602231034047737827DGSCir07of2026

II. IMO NEWS

Pacific women in maritime strengthen regional governance

Representatives from 12 Pacific countries convened in Rarotonga, Cook Islands (8-12 February) to bolster regional action to support women's leadership in the maritime sector, amid emerging trends in decarbonization and digitalization.

The Regional Workshop on/ Gender Responsive Governance and the Twin Transition aimed to strengthen the governance, institutional/ resilience/ and strategic positioning of the Pacific Women in Maritime Association (PacWIMA) and its national chapters.

PacWIMA is one of eight regional Women in Maritime Associations (WIMAs) established across the globe as professional networks to improve gender balance in the shipping industry. They play a critical role in delivering the objectives of IMO's Women in Maritime Programme.

Addressing maritime gender gaps

Currently, women remain underrepresented in the Pacific maritime sector, particularly in technical, operational and decision-making roles.

"At the moment, the majority of the region do not have a maritime gender quality policy, so the objective for the Pacific Women in Maritime Association is to have an understanding of how individual countries should be able to tap into the regional policy," said PacWIMA Chairperson Meliame Tualau.

Advancing gender equality will strengthen sector performance, expand the skills base, and support more resilient, inclusive maritime development.

Workshop participants explored governance models, member engagement, advocacy strategies, and ways to align national and regional priorities with global frameworks, including the/ *Global Strategy for the IMO Women in Maritime Associations.*

Women leading the green and digital transitions

Discussions highlighted the role of WIMAs in shaping maritime policy and sector planning, especially as shipping shifts to low-carbon and digital solutions. Participants called for women's active leadership in driving an inclusive transition in their respective countries.

"The goal of IMO is to ensure that women can participate fully in the maritime sector, that they are confident to take leadership roles, that their perspectives are included in decision-making and that their expertise is valued," said Mariana Noceti, Principal Programme Assistant and lead for the IMO Women in Maritime programme.

The outcomes of the workshop will contribute to the development of a Pacific/ Gender Responsive/ Maritime Governance Guidance and a regional advocacy action plan, both intended to promote more coordinated and effective action across the region./

The workshop was delivered through a partnership between the IMO Women in Maritime Programme and the SMART-C Women Project, a partnership of IMO and the Republic of Korea. Seven participants who had previously completed the 2025 SMART-C Women training joined the workshop to further expand their professional networks in the region and build leadership skills.

Pacific regional strategy finalized

On the final day, PacWIMA/ held its annual meeting (12 February), where members elected a new Executive Committee and/ finalized/ their/ five-year/ regional strategy.

The strategy will be presented to the Pacific Heads of Transport Meeting in May/ 2026,/ for endorsement./

This activity was jointly financed through contributions from the Governments of Australia and China to the IMO Women in Maritime Programme, with additional financial support from the SMART-C Women Project, and implementation support from/ the Pacific Community (SPC)/ and/ the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP).

III. ILO NEWS

Women face higher workplace risks from generative AI than Men : ILO Report

A new research brief from the International Labour Organization (ILO) warns that GenAI is set to affect women's jobs more than men's, with female-dominated occupations almost twice as likely to be exposed to the technology.

The brief, *GenAI, occupational segregation and gender equality in the world of work*, shows that women are disproportionately exposed to GenAI for three main reasons: they are overrepresented in jobs most susceptible to automation; they remain underrepresented in AI-related and science, technology, engineering and mathematics (STEM) occupations; and AI systems themselves often reflect and reproduce the gender biases embedded in societies.

According to the report, across countries with available data, occupations dominated by women are almost twice as likely to be exposed to GenAI as male-dominated ones.

The study finds that around 29 per cent of female-dominated occupations are exposed to GenAI, compared to just 16 per cent of male-dominated occupations. The difference is even starker when looking at high automation risk: 16 per cent of female-dominated occupations fall into the highest exposure categories, compared to only 3 per cent of male-dominated ones.

These risks are closely linked to occupational segregation. Women are heavily concentrated in clerical, administrative and business support roles, such as secretaries, receptionists, payroll clerks and accounting assistants, where many tasks are routine and codifiable and therefore at higher risk of substitution by GenAI. By contrast, men are more represented in construction, manufacturing and manual trades, where tasks are less easily automated.

The report indicated that at the country level, women are more exposed to GenAI than men in 88 per cent of countries analysed. "In several economies, more than 40 per cent of women's employment is exposed to GenAI, including Switzerland, the United Kingdom and the Philippines, as well as small island developing States in the Caribbean and the Pacific. In high-income countries overall, 41 per cent of jobs are exposed to GenAI, compared with just 11 per cent in low-income countries, reflecting differences in occupational structures and digital readiness", it stated.

"Generative AI is not entering a neutral labour market," said Anam Butt, co-author of the ILO research "Discriminatory social norms, unequal care responsibilities and economic and labour market policies that do not fully address the needs of women and men continue to shape who enters which occupations and on what terms. As a result, women are concentrated in occupations that are more likely to be exposed to automation and remain underrepresented in AI-related jobs, facing higher risks but fewer opportunities from this technological shift."

ILO integrates sectoral labour statistics to strengthen access to world of work data

Updated sectoral webpages now combine data from ILOSTAT with key resources on labour standards, policies, and research across major industries — helping constituents, researchers, and policymakers make evidence-based decisions to promote decent work. The ILO has launched an integrated initiative to improve access to sector-specific labour market data. Updated sectoral webpages now bring together the most relevant information and resources on the world of work across major industries and sectors, while a new dedicated space on the ILOSTAT portal provides direct access to sectoral statistics.

"Our goal is to make it easier for constituents and stakeholders to find what they need — whether it's standards, data, research or guidance," said Frank Hagemann, Director of the ILO's Sectoral Policies Department. "The generation of these new statistical data and their integration into our sectoral web pages will facilitate evidence-based research and analysis, helping bridge the gap between knowledge and action."

Each page provides a snapshot of the sector, including ILO work on relevant labour standards, policy priorities, publications, and now data — with a dedicated "Data and statistics" section powered by [ILOSTAT](#), the ILO's portal for labour statistics. Sectors covered include agriculture, manufacturing, transport, tourism, and many others.

The enhanced structure is accessible from the [Industries and sectors overview page](#), offering a single entry point for exploring the ILO's work by sector.

"Reliable and comparable labour statistics are essential for understanding how different sectors evolve and identifying where support is needed most," said Rafael Diez de Medina, Chief Statistician and Director of the ILO Department of Statistics. "By integrating this newly disaggregated ILOSTAT data into these sectoral pages, we're making that information easier to access, use, and act on — especially for those who rely on it to shape policy and drive change."

IV. SHIPPING NEWS

DGS activates quick response team to safeguard Indian mariners

The Directorate General of Shipping (DGS), under the Ministry of Ports, Shipping and Waterways, has announced a series of urgent safety and security measures to protect Indian seafarers and vessels operating in the Persian Gulf, Strait of Hormuz, Gulf of Oman, and adjoining waters. The move comes amid escalating regional tensions marked by missile and drone activity, electronic interference, and maritime security threats.

According to the DGS, no Indian-flagged vessels have reported casualties, detention, or boarding incidents. However, four incidents involving Indian seafarers serving on foreign-flagged ships have resulted in three fatalities and one injury. Authorities are extending full support to the affected families while ensuring the safety of remaining crew members.

To strengthen preparedness, the Directorate has:

- Issued **DGS Circulars 08 and 09 of 2026**, mandating enhanced reporting, crew safety drills, and strict communication protocols.
- Established real-time vessel tracking with increased reporting frequency through the DGComm Centre.
- Directed shipping companies and RPSLs to maintain close communication with seafarers and their families.

In a decisive step, the DGS has constituted a dedicated Quick Response Team (QRT) under Capt. P.C. Meena, Deputy Director General (Crew), to coordinate immediate responses, evacuation support, and crisis communication. The QRT will operate round-the-clock, liaising with the Indian Navy, Ministry of External Affairs, IFC-IOR, MRCC, and Indian Missions abroad.

Stakeholders have been advised to maintain heightened vigilance, conduct voyage-specific risk assessments, and ensure continuous communication readiness. Vessels transiting high-risk areas are urged to adopt an enhanced security posture, with bridge watch and emergency drills against threats such as drones, missiles, and electronic interference.

The Government of India reaffirmed its commitment to safeguarding Indian seafarers and merchant shipping, emphasizing resilience and security of maritime operations during this volatile period.

DG Shipping flags 'fake vessel papers' as offshore oil transfer probe widens

A major breakthrough has emerged in the offshore oil transfer investigation after the Directorate General (DG) Shipping flagged documents linked to two vessels - MT Al Jafzia and MT Stellar Ruby - as allegedly fake, significantly widening the police probe centred around MT Asphalt Star, officials said.

According to officers, the development came after police initiated official correspondence with DG Shipping while probing suspected illegal oil and bitumen transfers in Indian waters. While documents related to the two vessels are allegedly fabricated, verification of records connected to MT Asphalt Star is currently underway, making the vessel a key focus of the ongoing investigation. Police are now bringing the remaining vessels, Stellar Ruby and Al Jafzia, to the Mumbai coast and will take them into custody.

The Coast Guard intercepted three vessels — Asphalt Star, Stellar Ruby and Al Jafzia - around 100 nautical miles off Mumbai's coastline. Following inputs about their past locations near Pakistan's maritime zone, intelligence agencies initiated a nationwide probe into the matter. After nearly two weeks of investigation, Yellow Gate Police registered an FIR based on a complaint filed by the Coast Guard. The FIR was registered against the ship owner and eight others on February 15.

Police sources said MT Asphalt Star is allegedly managed by Sea Thai Marine Co. Ltd., Thailand, reportedly owned by wanted accused Jogender Singh Brar. Investigators are also examining claims that the company was earlier known as Glory International FZ & LLC, based in the UAE, and had allegedly come under US sanctions in April 2025 for involvement in Iranian oil transportation. Officials said the ownership trail and operational links are being verified as part of the probe.

During interrogation, arrested crew members allegedly told police that nearly 15,000 metric tonnes of bitumen cargo (VG-40 and 60/70 grade) was loaded onto the vessel from Iran's Qusam Port in December 2025. However, investigators said no documentary proof supporting the cargo loading has been produced so far.

Police suspect that MT Asphalt Star allegedly carried out cargo transfers inside India's Exclusive Economic Zone (EEZ), including a transfer of about 30 metric tonnes of Heavy Fuel Oil (HFO) to MT Al Jafzia and bitumen cargo to MT Stellar Ruby. Officials said the accused claimed they acted on instructions received via WhatsApp chats on company mobile phones despite allegedly lacking valid authorisation documents. The investigation has also thrown up serious technical red flags. Officers suspect repeated AIS (Automatic Identification System) spoofing by the vessel, allegedly aimed at masking its identity and movement at sea. When questioned, the accused allegedly failed to provide satisfactory explanations regarding the repeated manipulation of tracking systems. Investigators are also examining the possible use of satellite communication devices on-board.

Police said the arrested accused — including the captain and second officer — have not provided clear details about other accomplices or the source of the alleged fake documents. Authorities are now probing whether similar oil or bitumen transfers were carried out to other vessels as well.

Officials said the investigation remains active, with further action expected after completion of document verification, technical analysis, and maritime intelligence inputs.

Justifying his position, Jogender Singh Brar stated, "I have all the official documents related to the vessel, and I will present them before the police at the appropriate time. After the US sanctions were imposed on my company in 2025, I faced several problems, and in such situations agents often commit fraud, leaving the owner as the victim. I am an Indian citizen and operate 30 vessels, with the majority of my crew being Indian. In such circumstances, the Indian government should support me. Changing the company's name is entirely within my legal rights as the owner. I can change the company's name or even the vessel's name whenever I choose — that is my right as an owner."

Indian seafarer killed after explosive boat hits tanker Safesea Vishnu near Iraq

An Indian crew member has died after a small explosive-laden boat struck the crude oil tanker Safesea Vishnu near Iraq's southern coast on March 11, 2026.

The incident happened close to Khor Al Zubair Port near Basra.

Officials said the tanker was operating inside Iraqi territorial waters during a ship-to-ship transfer when the suspected "suicide boat" rammed into the vessel.

The Marshall Islands-flagged tanker Safesea Vishnu was positioned in a designated transfer zone near Khor Al Zubair, an important port linked to Iraq's oil export system, when the incident occurred.

Authorities believe the small boat involved in the attack was packed with explosives and deliberately steered into the tanker.

Farhan al-Fartousi, director-general of Iraq's General Company for Ports, told the Iraqi News Agency that a vessel operating in the Persian Gulf had been hit in what officials described as a suicide boat attack.

Authorities confirmed that one Indian national on board the tanker was killed during the incident. The identity of the crew member has not yet been released publicly.

The remaining crew and personnel on the vessel were rescued after the strike and taken to Basra, where they received medical checks and assistance from local authorities.

Officials from the Embassy of India in Baghdad said the tanker had 15 Indian crew members on board. The surviving Indian sailors were moved to a safe location after the attack.

The embassy said it was in regular contact with Iraqi authorities and was providing support to the affected seafarers.

Sources connected to the vessel's operator said the company was deeply saddened by the loss of the Indian crew member. They called on the Indian government to strongly condemn the attack and urged urgent international steps to improve the safety of seafarers working in high-risk waters in West Asia.

According to maritime tracking platforms, Safesea Vishnu is a crude oil tanker built in 2007. The vessel measures 228.6 metres in length and 32.57 metres in width, with a gross tonnage of 42,010 and a deadweight tonnage of 73,976. The ship sails under the Marshall Islands flag.

The tanker was operating in Iraqi waters when the incident occurred.

Indian nationals make up more than 15 percent of the world's seafaring workforce, making them one of the largest groups employed in international shipping. Because of this, industry observers say Indian seafarers could often be caught in conflicts affecting commercial vessels.

New safety kits equip Seafarers to survive missile and drone attacks in Ukrainian Ports

Seafarers calling at Ukrainian ports will receive specialist safety kits designed to mitigate the risks posed by missile and drone attacks under a new initiative from maritime charity Stella Maris.

The crew safety kits are designed to help seafarers prepare for and respond to emergencies while operating in conflict affected regions.

The initiative comes at a time of heightened geopolitical tensions affecting major shipping routes around the world, including the Strait of Hormuz, underlining the importance of ensuring seafarers are properly prepared to respond to emergencies.

Each kit contains specialised first aid equipment kits such as haemostatic tourniquets, pressure bandages and treatment for flash burns to address battlefield trauma. Printed materials detailing procedures to follow during an air raid, the location of public shelters, and information stickers to display on ship bulkheads are also included.

This initiative has been made possible through funding from Den Norske Krigsforsikring for Skib (DNK), whose support has enabled Stella Maris to produce and distribute the first wave of crew safety kits to vessels calling at Ukrainian ports.

Stella Maris Ukraine National Director and Odesa Port Chaplain Fr Alexander Smerechynsky said ships entering Ukrainian ports face regular missile and drone attacks, and the kits were developed to help protect crews operating in a war zone.

"Many overseas crews arrive without clear instructions on what to do during an air raid. In a war zone, preparedness is often the only thing you can control, and it can be the difference between life and death," said Fr Alex.

"Our safety kits provide not only essential medical equipment but also clear multilingual instructions, maps to shelters, and QR links to emergency guidance. It is not just a set of items. It is a practical safety system designed to reduce panic and increase the chances of survival during an attack," he added.

Fr Alex said Stella Maris Ukraine's research found that families of Ukrainian seafarers were concerned about the lack of verified information, limited first-aid knowledge, and the threat of missile attacks on ports.

"These kits directly respond to those concerns. We strongly believe that they will protect lives because they give crews the most valuable thing in a crisis: clarity, confidence, and the tools to save themselves and each other," he said.

Since Russia's invasion of Ukraine, the Stella Maris team in Ukraine have provided support for seafarers, their families and the local community around Odesa throughout the conflict.

This has included providing pastoral support for crews unable to leave their ships, establishing a free online mental health counselling service to help seafarers deal with the trauma of war, and a financial literacy programme to help Ukrainian seafarers navigate the economic impact of the war. The team has also provided direct emergency financial support to over 300 families of seafarers and port workers.

V. ARTICLE INDEXING

Planning early shipments, exploring alternate routes amid West Asia crisis: Exporters

Exporters and logistics providers are minimising disruptions caused by the ongoing West Asia crisis by closely monitoring carriers, planning shipments in advance, and exploring alternative routes.

The exporting community said that businesses are also adjusting inventory, contracts, and schedules for flexibility.

They added that support measures, such as sharing regular advisories, engaging with shipping lines to manage surcharges, ensuring vessel/container availability, allowing flexibility in compliance timelines, and maintaining dialogue between industry bodies and government authorities, will help the domestic industry deal with this crisis.

"Things are not improving, but we are trying to manage our exports. Shipping lines should not take undue advantage of this situation," Federation of Indian Export Organisations (FIEO) President SC Ralhan said.

Ongoing geopolitical tensions in West Asia, especially around the Strait of Hormuz, are creating uncertainty for India's exports, affecting shipping schedules, costs, a hike in insurance premiums and supply chains.

Exporters are monitoring the evolving situation, as surcharges and longer transit times impact cargo movement.

An apparel industry expert said that export orders to the Middle Eastern region may decline over the next few months due to the ongoing war, and consumption may decline.

Around 11.8 per cent of apparel exports go to the war-affected West Asian countries, which are now directly under stress. India's ready-made garment exports to eight countries - UAE, Saudi Arabia, Israel, Kuwait, Oman, Qatar, Iraq, Bahrain and Iran were \$1.9 billion in 2024-25 compared to \$1.82 billion in 2023-24. It was \$15.97 billion in total against \$14.51 billion in 2023-24.

"Textile manufacturers that are dependent on imported raw materials (synthetic fabric, trimmings and embellishments, among others) may face shortages or cost escalation if disruptions continue. An increase in logistics charges could lead to an increase in the cost of raw material and lead to higher final product costing," the expert said.

Council for Leather Exports Chairman Ramesh Kumar Juneja said shipments to the Persian Gulf have stopped completely.

"Insurance premiums have increased. On a 20-foot container, it has increased by \$ 1,200 and \$ 2,400 on 40 ft," he said.

Due to the crisis, shipping lines are rerouting shipments around the Cape of Good Hope, encircling Africa to avoid the Strait and Red Sea.

The diversions around the Cape of Good Hope add about 3,500 nautical miles, which can delay shipment by around 10-15 days, and increase fuel and insurance costs.

This would make order delivery to the US and Europe costly.

Another expert said that longer voyages by vessels may lead to a shortage of vessels in the next few weeks, thereby further increasing costs by reducing the availability of vessels and containers and pushing up rates beyond the region.

VI. HEALTH ZONE

World Maritime University warns of 'severe crisis' as half of seafarers eye exit within five years

The report, *In Search of a Sea Life Balance in an Adverse Environment*, commissioned by the Officers' Union of International Seamen (OUIS), draws on responses from 4,372 seafarers of 99 nationalities, making it one of the most comprehensive workforce snapshots in recent years.

Headline findings include very long working hours – an average 71 hours per week globally and 79 hours for US seafarers – widespread adjustment of work/rest records to mask breaches, and severely limited shore leave. Around one third of all respondents showed stress levels classed as “severe and potentially dangerous”, while nearly half of US seafarers reported poor mental wellbeing. “The results of this report by WMU and OUIS indicate that the interlinked challenges of work life balance, income security, and fatigue affect seafarers' well-being,” said WMU president Maximo Mejia. “Prioritising seafarers' mental well-being and healthy working conditions is a necessity, as well as the way to ensure the long-term sustainability of the maritime workforce.”

Perhaps most alarming for owners and regulators is the impact on retention. Nearly half of all respondents indicated an intention to quit seafaring within the next five years. Among US seafarers, only 40.2% planned to stay at sea, with 65.3% of those preparing to leave reporting poor mental health.

The study also highlights deep frustration with safety management systems: 79% of US respondents said their SMS manuals were too long, 71% felt procedures did not reflect shipboard realities, and two thirds described paperwork as excessively time consuming.

OUIS executive director Nick Bramley said the findings show seafarers “are still confronted with major challenges in achieving a healthy and socially sustainable work/life balance”, warning that “a major change is required if the industry is to not only retain those experienced seafarers in whose training so much time has been invested, but also to recruit the next generation.”

The WMU is calling for urgent, evidence based action by regulators, owners and managers to cut administrative burdens, enforce realistic manning and rest, and embed human factors science in regulation – arguing that without this, shipping faces a recruitment and safety crisis.

Writing for *Splash* last week, Steven Jones, founder of the Seafarers Happiness Index, argued: “To attract a new demography, ships and systems must stop being designed for the seafarer of 1995. We face a recruitment and retention crisis because the social contract is outdated: 19th-century expectations wrapped in 21st-century technology. Until workload, shore leave, and cultural hostility toward diversity are addressed, any uptick in happiness is a hollow victory.” The report, *In Search of a Sea Life Balance in an Adverse Environment*, commissioned by the Officers' Union of International Seamen (OUIS), draws on responses from 4,372 seafarers of 99 nationalities, making it one of the most comprehensive workforce snapshots in recent years.

Headline findings include very long working hours – an average 71 hours per week globally and 79 hours for US seafarers – widespread adjustment of work/rest records to mask breaches, and severely limited shore leave. Around one third of all respondents showed stress levels classed as “severe and potentially dangerous”, while nearly half of US seafarers reported poor mental wellbeing. “The results of this report by WMU and OUIS indicate that the interlinked challenges of work life balance, income security, and fatigue affect seafarers' well-being,” said WMU president Maximo Mejia. “Prioritising seafarers' mental well-being and healthy working conditions is a necessity, as well as the way to ensure the long-term sustainability of the maritime workforce.”

Perhaps most alarming for owners and regulators is the impact on retention. Nearly half of all respondents indicated an intention to quit seafaring within the next five years. Among US seafarers, only 40.2% planned to stay at sea, with 65.3% of those preparing to leave reporting poor mental health.

The study also highlights deep frustration with safety management systems: 79% of US respondents said their SMS manuals were too long, 71% felt procedures did not reflect shipboard realities, and two thirds described paperwork as excessively time consuming.

OUIS executive director Nick Bramley said the findings show seafarers “are still confronted with major challenges in achieving a healthy and socially sustainable work/life balance”, warning that “a major change is required if the industry is to not only retain those experienced seafarers in whose training so much time has been invested, but also to recruit the next generation.”

The WMU is calling for urgent, evidence based action by regulators, owners and managers to cut administrative burdens, enforce realistic manning and rest, and embed human factors science in regulation – arguing that without this, shipping faces a recruitment and safety crisis.

Writing for Splash last week, Steven Jones, founder of the Seafarers Happiness Index, argued: “To attract a new demography, ships and systems must stop being designed for the seafarer of 1995. We face a recruitment and retention crisis because the social contract is outdated: 19th-century expectations wrapped in 21st-century technology. Until workload, shore leave, and cultural hostility toward diversity are addressed, any uptick in happiness is a hollow victory.” The report, *In Search of a Sea Life Balance in an Adverse Environment*, commissioned by the Officers’ Union of International Seamen (OUIS), draws on responses from 4,372 seafarers of 99 nationalities, making it one of the most comprehensive workforce snapshots in recent years.

Headline findings include very long working hours – an average 71 hours per week globally and 79 hours for US seafarers – widespread adjustment of work/rest records to mask breaches, and severely limited shore leave. Around one third of all respondents showed stress levels classed as “severe and potentially dangerous”, while nearly half of US seafarers reported poor mental wellbeing. “The results of this report by WMU and OUIS indicate that the interlinked challenges of work life balance, income security, and fatigue affect seafarers’ well-being,” said WMU president Maximo Mejia. “Prioritising seafarers’ mental well-being and healthy working conditions is a necessity, as well as the way to ensure the long-term sustainability of the maritime workforce.”

Perhaps most alarming for owners and regulators is the impact on retention. Nearly half of all respondents indicated an intention to quit seafaring within the next five years. Among US seafarers, only 40.2% planned to stay at sea, with 65.3% of those preparing to leave reporting poor mental health.

The study also highlights deep frustration with safety management systems: 79% of US respondents said their SMS manuals were too long, 71% felt procedures did not reflect shipboard realities, and two thirds described paperwork as excessively time consuming.

OUIS executive director Nick Bramley said the findings show seafarers “are still confronted with major challenges in achieving a healthy and socially sustainable work/life balance”, warning that “a major change is required if the industry is to not only retain those experienced seafarers in whose training so much time has been invested, but also to recruit the next generation.”

The WMU is calling for urgent, evidence based action by regulators, owners and managers to cut administrative burdens, enforce realistic manning and rest, and embed human factors science in regulation – arguing that without this, shipping faces a recruitment and safety crisis.

Writing for Splash last week, Steven Jones, founder of the Seafarers Happiness Index, argued: “To attract a new demography, ships and systems must stop being designed for the seafarer of 1995. We face a recruitment and retention crisis because the social contract is outdated: 19th-century expectations wrapped in 21st-century technology. Until workload, shore leave, and cultural hostility toward diversity are addressed, any uptick in happiness is a hollow victory.”

VII. NEW ARRIVAL

<u>ACCN</u>	<u>TITLE</u>	<u>AUTHOR</u>
5182	The Merchant Shipping Act, 1958 (44 of 1958)	Professional
5183	The Merchant Shipping Act, 1958 (24 of 2025)	Professional
5184	Life Saving Appliances including LSA Code	IMO
5185	IAMSAR Manual, Vol.iii	IMO
5186	Chart work for mariners	Puri, S K
5187	Chart work for mariners	Puri, S K
5188	Perspectives in Environmental Studies	Kaushik,A
5189	Perspectives in Environmental Studies	Kaushik,A
5190	Perspectives in Environmental Studies	Kaushik,A
J252	Int. Journal of Hospitality & Tourism-Vol. 18, Issue 4	Publishing India
J253	ATITHYA : A Journal of Hospitality- V-11, Issue-2	Publishing India
J254	An explorative study on literature of super slow steaming	Apandkar, A
J255	Robust & effective human resource system	Apandkar, A
J256	Deep sea fishing & sustainability : an empirical study	Apandkar, A
J257	Navigational & technical skill of Indian deep-sea fishermen	Apandkar, A
J258	Towards transparency in fuel ecosystem	Apandkar, A
e-book : Assessment, Examination and Certification of seafarers		IMO
e-book : COLREG, 2026 Edition		

VIII. NEW PUBLICATION

1. IGF Code, 2026 Edition (digital)
2. Instruments related to procedures for port State control, 2026 Edition (digital only)
3. Procedures for port State control, 2026 Edition (digital)
4. Model Course 3.23: Actions to be taken to prevent acts of piracy and armed robbery (digital only)
5. Model Course 3.05: Survey of fire appliances and provisions (digital only)
6. FSS Code, 2026 Edition (digital)

QUOTES !

One can no more keep the mind from returning to an idea than the sea from returning to a shore. For a sailor, this is called the tide; in the case of the guilty it is called remorse. God stirs up the soul as well as the ocean.

They that go down to the sea in ships' see strange things, but what they tell is oft-times stranger still. A faculty for romancing is imparted by a seafaring life as readily and surely as a rolling gait and a weather-beaten countenance. A fine imagination is one of the gifts of the ocean-witness the surprising and unlimited power of expression and epithet possessed by the sailor. And a fine imagination will frequently manifest itself in other ways besides swear words.

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 Dhondiayal, (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