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World's largest Cruise Ship refuelled with LNG

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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

File No.: 23-POL/6/2025-CREW - DGS

Date: 01.08.2025

DGS Order No. 08 of 2025

Subject: Prohibition on Conduct of Maritime Training in India by Foreign Maritime Administrations or Authorized Entities Without Prior Approval of the Director General of Shipping – reg.

The Directorate General of Shipping (DGS), Ministry of Ports, Shipping and Waterways, Government of India, is the central authority for the regulation of maritime training and certification in India under the Merchant Shipping Act, 1958, the MS (STCW) Rules, 2014, and other instruments framed under the Government of India (Allocation of Business) Rules.

2. Maritime education and training provided to Indian seafarers are required to meet strict national and international standards as prescribed by the International Maritime Organization (IMO) and enforced by the Directorate. The Directorate ensures compliance with the STCW Convention, 1978 as amended, and is responsible for safeguarding the quality and credibility of seafarer training in India.

3. It has been brought to the attention of this Directorate that certain foreign governments, maritime administrations, and their representatives have authorized private training centers for conducting maritime training courses leading to issuance of STCW Certificate of Competencies [CoC] and Certificate of Proficiencies [CoP] within Indian territory. However, many of the private training centers claiming to have authorization from foreign maritime administrations do not have approval of the Director General of Shipping.

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4. Such activities are unauthorized and in contravention of Indian law and international obligations, and they undermine the regulatory authority of the Indian Maritime Administration. Section 86 of the Merchant Shipping Act, 1958 clearly provides that the training of seafarers shall be such as may be prescribed, and further emphasizes that:

"No training shall be deemed to be valid unless it is of such standard and type as may be approved by the Central Government and in no case inferior to that provided under the authority of the Central Government or its recognized institutions."

5. **In view of the above, it is hereby directed that:**

No foreign Government, Maritime Administration, Agency, Institution, or representative shall conduct, promote, authorize, or deliver maritime training within the territory of India leading to issuance of CoC and CoP's under provisions of the STCW Convention, as amended — including online or distance learning accessible in India — without prior written approval of the Director General of Shipping.

6. Any entity found in violation of this directive shall be liable for regulatory and legal action, including but not limited to:

6.1 Blacklisting of Indian institutions or agents or seafarers involved

6.2 Referral to enforcement authorities under the MS Act and the Information Technology Act.

6.3 Rejection of certifications or training outcomes arising from such unauthorized courses.

7. All DG Shipping Ship owners, Ship Managers, approved Maritime Training Institutes (MTIs), RPSL Companies and related stakeholders are advised not to collaborate with any unapproved foreign training providers and to report any such offers or attempts to the Directorate without delay.

8. Any foreign administration intending to conduct maritime training in India must submit a formal proposal to the Directorate seeking prior approval, with full details of:

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- 8.1 Course outline and compliance with STCW standards
- 8.2 Institutional and trainer credentials
- 8.3 Location and mode of delivery (in-person or online)
- 8.4 Partnership details with any DGS approved institutes.

9. Any institution who is already conducting STCW Courses leading to the issuance of STCW Certificate of Competency or Certificate of Proficiency including short duration modular courses on behalf of Foreign Maritime Administration must stop all such training with immediate effect and submit all required details to DGS for scrutiny and further investigation.

10. This Order is issued in the interest of maintaining the sanctity, sovereignty, and international credibility of India's maritime training system, and to ensure that no Indian seafarer receives substandard or unregulated training from unauthorized foreign sources.



(Shyam Jagannathan)

Director General of Shipping



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पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.23-57/1/2025-CREW-DGS(C. No. 34702)

Date: 08.08.2025

DGS Order No. 09 of 2025

Subject: Introduction of Mandatory PowerPoint Presentation by top Management of New RPSL applicants before the MLC Compliance Board as part of the approval process – reg.

The Directorate General of Shipping (DGS), Ministry of Ports, Shipping and Waterways, Government of India, is the competent authority under the Merchant Shipping Act, 1958, the MS (RPS) Rules, 2016 and aligned with Regulation 1.4 of the Maritime Labour Convention (MLC), 2006 for regulating the approval, oversight, and compliance of Recruitment and Placement Service License (RPSL) companies.

2. In line with the Directorate's efforts to promote ethical recruitment, regulatory transparency, and management accountability, and drawing a parallel from the approval process of new Maritime Training Institutes (MTIs), it has been decided to introduce a mandatory Power Point presentation by the top management of new RPSL applicant companies as part of the final stage of the RPSL approval process.

3. The Power Point presentation shall be made by the top management only after completion of all preliminary regulatory formalities, such as successful inspection by the Recognized Organization (RO) and application is submitted to the DSEO office.

4. The presentation shall be delivered before the MLC Compliance Board, constituted by the Directorate vide DGS Order 13 of 2024 dated 14.08.2024 for final screening and evaluation. The MLC Compliance board meets once bi-weekly, and the applications will be put up to the Board for final screening and issuance of the directives to the respective DSEO.

5. The presentation must be delivered by the Managing Director, CEO, Promoter, or equivalent member of the top management along with Marine personal such as Master or Chief Engineer officer holding CoC issued or Recognized by the Government of India. The presence of authorized representatives or consultants will not be accepted in lieu of the top management. The presentation may be conducted in person or through a secure virtual platform as notified by the Directorate.

6. The PowerPoint presentation must include, but shall not be limited to, the following aspects:

- 6.1. Company Profile and Promoter Credentials
- Corporate structure, ownership details, affiliations (if any)
 - Background of promoters and key personnel

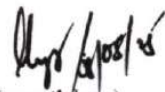
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- 6.2. Business Plan and Recruitment Vision
 - Vision, mission, and business objectives
 - Proposed seafarer strength and segment (officers, ratings, cadets)
 - Manning strategy and client base
 - 6.3. Operational Infrastructure and Staffing
 - Office infrastructure, organizational chart
 - Technical and administrative staff qualification
 - Crew management systems and grievance redressal tools
 - 6.4. Legal and Regulatory Preparedness
 - Knowledge of the Merchant Shipping Act, RPSL Rules, MLC 2006
 - Internal procedures for contract signing, placement, medical, insurance
 - Sample SOPs and contractual templates
 - 6.5. Ethical Recruitment Standards
 - Anti-fraud safeguards, awareness mechanisms
 - Zero tolerance for touts or illegal agents
 - Transparency with seafarers at all stages
 - 6.6. Seafarer Welfare and Risk Mitigation
 - Health cover, emergency repatriation procedures
 - Counseling, helplines, orientation support
 - 6.7. CSR and Industry Contribution (Optional)
 - Initiatives for education, awareness, or maritime welfare
7. The presentation shall be submitted in .ppt or .pptx format to the designated DGS email/portal (crews-dgs@nic.in) at least 3 working days before the scheduled MLC Compliance Board meeting. Non-submission or absence of top management during the presentation shall lead to deferral of approval. The board may recommend additional clarifications or modifications prior to granting final approval for employing Indian seafarers by the RPSL.
8. This Order shall come into effect immediately for all new RPSL applications. Applications that have not yet reached the login credential stage shall also be brought under this requirement.
9. This directive aims to ensure that only serious, well-prepared, and accountable organizations are authorized to recruit Indian seafarers. The introduction of this presentation will help assess the applicant's readiness, legal awareness, infrastructure strength, and ethical outlook, contributing to a more robust and transparent approval system.


 (Shyam Jagannathan)
 Director General of Shipping

II. IMO NEWS

IMO and ILO Highlight Growing Issue of Seafarer Criminalization

Earlier this month, in my capacity as Director for the Seamen's Church Institute's (SCI) Center for Mariner Advocacy (CMA), I had the good fortune to attend two significant international meetings in London, both addressing critical issues concerning the rights and safety of seafarers.

The first was a one-day conference titled "Protecting Seafarers Against Criminalization: What More Can Be Done?", co-hosted by the International Maritime Organization (IMO), International Labour Organization (ILO), International Chamber of Shipping (ICS), and the International Transport Workers' Federation (ITF). The event aimed to highlight and promote the implementation of the newly adopted Guidelines on Fair Treatment of Seafarers Detained in Connection with Alleged Crimes. These guidelines are the result of several years of collaborative work at the IMO and ILO, of which SCI has been privileged to be part of these proceedings and contribute to their development.

The conference addressed the growing concern surrounding the criminalization of seafarers and explored potential mechanisms for better monitoring such cases. One idea under discussion was whether criminalization cases could be tracked in a manner similar to how abandonment cases are currently recorded. Another proposal involved the possibility of initiating independent investigations in instances where seafarers allege unfair treatment in criminal proceedings. While there was strong interest in these ideas, consensus was not reached, acknowledging the practical and logistical challenges of implementation. Nevertheless, there was clear agreement on the need for continued international engagement on this issue.

Following that conference, I participated in the IMO Maritime Safety Committee meeting, where several agenda items that directly impacted seafarers were discussed,

- The human element in the context of autonomous vessels, including which safety and training considerations must be addressed immediately versus those that can be gradually implemented;
- Shipboard security improvements, especially in response to threats related to piracy and cybersecurity;
- Design enhancements to ensure safer escape routes from lower machinery spaces;
- Prevention strategies for accidental falls from height; and
- The integration of human-centered design principles into vessel architecture.

Of particular concern was the recurring discussion on seafarer fatigue. This topic includes issues such as working hours, rest periods, and appropriate manning levels. While time constraints prevented an in-depth discussion of the issue during a previous ILO session in April 2025, I was glad that it was revisited with a sharper focus at this IMO meeting. Fatigue mitigation is a longstanding challenge with direct implications for both safety and seafarer wellbeing. SCI and all of us who work to support seafarer wellbeing consider this to be one of the most urgent areas for advocacy, and CMA intends to prioritize it as a core element of our future engagement with international maritime policy.

Arab women in maritime finalize regional strategy to advance gender equality

The Arab Women in Maritime Association ([AWIMA](#)) has finalized a five-year regional strategy and action plan to boost women's participation in the maritime industry.

The strategy was the outcome of a week-long regional workshop in Alexandria, Egypt (27–31 July), co-organized by the Egyptian Authority for Maritime Safety and the International Maritime Organization (IMO), supported by the World Maritime University (WMU). It will be further considered by relevant authorities.

Over 30 female maritime officials joined from across the Arab region, representing transport ministries, maritime authorities and training institutes, marking a milestone in embedding women's leadership in the region's maritime sector.

Opening the event, IMO Deputy Director of Technical Cooperation and Implementation Division (TCID), Ms Louise Proctor outlined IMO's strategic goals: "Let us keep in mind our global vision: a maritime sector that is safe, secure, environmentally sound, and inclusive, where women and men can contribute equally and lead confidently."

Rear Admiral Hussien Mostafa Elgezery, Chairman of the Egyptian Authority for Maritime Safety, added, "We firmly believe that the participation of women in all fields, from maritime operations to management and administration, will lead to positive results and sustainable development that will reflect across all areas of the maritime industry."

Addressing regional barriers

The workshop highlighted specific challenges faced by women in the Middle East and North Africa (MENA) region, including limited policy development, non-inclusive recruitment practices, lack of gender-disaggregated data and cultural restrictions such as unconscious bias and entrenched gender stereotypes.

Participants examined ways to tackle the barriers, aligning regional efforts with IMO's global objectives and its [Women in Maritime](#) programme. Possible solutions included boosting visibility for women in leadership roles, supporting policy reforms (such as inclusive hiring policies) and leveraging both IMO technical cooperation for capacity development and partnerships with training institutions. These were incorporated into the regional strategy and action plan.

The event included a site visit to Egypt's **AIDA IV** training ship.

Arab Women in Maritime Association elections

The workshop concluded with [AWIMA](#)'s Annual General Meeting, where a new President and Governing Council were elected. The group also began development of a new AWIMA Constitution and internal by-laws, to provide a transparent governance structure for the association. Members agreed to nominate representatives for both the regional council and their national chapters, to drive the implementation of the regional strategy and action plan.

AWIMA is one of eight Women in Maritime Associations (WIMAs) established by IMO in Africa, Arab States, Asia, the Caribbean, Latin America and the Pacific. These professional networks, which cover 152 countries and dependent territories and nearly 500 participants, work to improve gender balance in the maritime sector.



III. ILO NEWS

India takes strict action against fake Seafarer Training Certificates

India's Directorate General of Shipping (DGS) has launched a strict crackdown on fake training certificates used by Indian seafarers to get jobs on foreign-flagged ships.

The new directive, issued on July 18, comes after investigations found growing cases of fraudulent Certificates of Competency (CoCs) and Certificates of Proficiency (CoPs) being issued by unauthorized agents and unapproved maritime institutes.

According to the DGS, some Indian seafarers working as ratings were promised upgrades to higher positions in exchange for fake documents issued by questionable foreign administrations.

These seafarers were misled into thinking they could get certified without completing the required training or assessments. In many cases, the course certificates were from institutes that were either unapproved or did not exist at all.

Investigators also discovered that some Recruitment and Placement Service License (RPSL) agencies lured seafarers with offers of fake STCW certificates if they agreed to sail with specific companies. These agents also offered "packages" including forged documents from institutes that had no real presence. This growing issue has led to major concerns during Port State Control (PSC) inspections, where ships were found to have crew members sailing on fake certificates. In response, Indian authorities have already confiscated several such documents issued by foreign bodies.

The new rules now require that all officers, engineers, ratings, and watchkeeping crew must have CoCs and CoPs either issued by the Government of India or by foreign administrations that India officially recognizes under STCW Regulation I/10.

The list of accepted countries currently includes Malaysia, UAE, South Korea, Sweden, Commonwealth countries, and Iran. Major registries like Panama, Liberia, and the Marshall Islands are not on the approved list, which may lead to disruptions for some seafarers holding valid but unrecognized documents.

The DGS has made it mandatory for all STCW-related training to be completed only at institutes that are officially approved by the Directorate. No organization in India is allowed to issue such certificates without DGS approval.

All RPSL agencies and ship managers must now verify the authenticity of every certificate through the official DGS website or confirm it with the nearest Mercantile Marine Department (MMD). They are also responsible for ensuring that every seafarer placed onboard is properly certified and medically fit.

Agencies must maintain full and confidential employment records, as required under the Merchant Shipping (Recruitment and Placement of Seafarers) Rules, 2016.

The penalties for violations are strict. Seafarers found using fake documents will be banned from sailing for at least two years. Their Continuous Discharge Certificate (CDC) will be suspended, and their Indian National Database of Seafarers (INDoS) number will be blocked. Agencies found involved in such fraud may lose their licenses and face legal action under the Merchant Shipping Act, 1958.

The directive, approved by the Competent Authority, has been sent to all shipowners, crewing agencies, maritime associations, and training institutes. Implementation is to begin immediately.

Industry sources have raised concerns that even some legitimate seafarers might face trouble due to the limited list of approved foreign administrations. A crewing company CEO told Economic Times that the crackdown could threaten the operations of several RPSL agencies. He said that some ships might even be detained if crew members are found with forged documents.

DGS said this action is necessary to meet India's obligations under international agreements like the STCW Convention and to protect safety at sea, lives on-board, and the marine environment. Officials warned that if this issue is not handled now, it could cause even more damage to Indian seafarers' careers and the country's image in global shipping.

Anglo-Eastern launches Mission 30 to empower young maritime leaders

Anglo-Eastern Univan Group, launches "Mission 30", a bold initiative to increase the proportion of its management-level officers (i.e. Captain, Chief Officer, Chief Engineer, and Second Engineer) under the age of 30 from 1% to 30% by 2030... To ensure its seafarers receive comprehensive support and guidance on their career development, Anglo-Eastern set up a Career Care team comprised of some of its most experienced Marine HR leaders to drive its Career Care Programme launched in

2024. This strategic initiative equips seafarers with structured career pathways, personalised guidance, and future-proof skillsets to excel in a rapidly evolving maritime industry.

As part of Anglo-Eastern's ongoing commitment to seafarer wellbeing and driven by its WE Care initiative, the Career Care Programme monitors and provides guidance to its seafarers about their career progression with specific focus on promotions to the next professional level, transition from ratings to officers, reskilling to a different type of vessel and transition to shore jobs. Compiled every five years, the Seafarer Workforce Report released in 2021 by BIMCO and the International Chamber of Shipping pointed out the average age of officers serving at management and operational levels has increased since 2015. Moreover, the percentage of management-level officers under the age of 30 has been declining further in recent years.

"We've observed a shift in our workforce at sea – while most of our Chief Officers and Second Engineers were once under 30, today only about 1% of our management-level officers fall into this age group," Vinay Singh, Group Managing Director of Marine HR at Anglo-Eastern, explained as the motivation behind Mission 30. "This trend poses a potential challenge as we gear up for the future – one that demands adaptability, digital fluency, and agility for innovations such as dual-fuel systems, AI integration, and smart ship technologies."

Mission 30 consists of the following tools and measures to accelerate the professional growth of Anglo-Eastern's seafarers: Personalised Career Ladder Map: Every officer receives a tailored and visualised roadmap highlighting the gap between their current position and their ideal career trajectory; Targeted Training and Assessments: Focused programmes are in place to prepare officers for timely promotions and Career Care Team Mentorship: Expert guidance is provided to seafarers on Certificate of Competency (COC) examinations, ship-type transitions, and long-term career planning. Newly promoted officers will be paired with well-respected peers as mentees and mentors.

To this date, more than 5,000 operational-level officers and cadets at Anglo-Eastern have been contacted to enrol in Mission 30.

Vinay Singh reaffirmed the company's ongoing commitment to shaping a future-ready workforce and a better maritime future, "We invite all young seafarers to seize this opportunity – to grow faster, lead sooner, and become the next generation of maritime professionals. With the right support and ambition, we can help them reach new heights in their sea career before 30. We look forward to helping them get there."

IV. SHIPPING NEWS

Director General of Shipping to be renamed as Director General of Maritime Administration

The Indian government is set to bring a new Merchant Shipping Bill in the Lok Sabha, which aims to repeal and re-enact the Merchant Shipping Act, 1958.

One of the major changes proposed under the Bill is the renaming of the Director General of Shipping to Director General of Maritime Administration. This change is aimed at better representing the responsibilities of the office, which include supervising maritime affairs beyond commercial port activities and ensuring ports comply with international conventions.

The Bill also proposes the formation of a regulatory body that will take care of security aspects related to vessels and port facilities. Officials say India's long coastline and growing number of private ports make it urgent to address security threats and vulnerabilities.

Another key feature of the Bill is the restructuring of the National Shipping Board. The proposed board will consist of six Members of Parliament, and not more than sixteen other members. Out of these, at least four members will be women. These members will be appointed by the Central government and will represent the government, ship owners, seafarers, and other stakeholders.

The Bill ensures that ship owners and seafarers will have equal representation on the board. It also clarifies that Members of Parliament serving on the board, or as its Chairperson, will not be treated as holding an office of profit under Article 102(1)(a) of the Constitution of India.

The new legislation seeks to introduce digital processes to improve efficiency and attract investment in the maritime sector.

In addition, the Bill also proposes to establish a Seafarer's Welfare Board. This advisory board will guide the Central government on steps to be taken for the welfare of seafarers under the new Act.

The new Merchant Shipping Bill is expected to be introduced in the Lok Sabha soon.

Crew member stabs colleague, jumps to death from World's largest cruise ship

A shocking incident took place on-board Royal Caribbean's Icon of the Seas on the evening of Thursday, July 24, 2025, when a male crew member stabbed a female colleague and later died after jumping into the ocean.

According to the Royal Bahamas Police Force, the incident happened shortly before 7:30 p.m. while the ship was sailing off the coast of San Salvador Island in the Bahamas.

A 35-year-old South African male crew member allegedly stabbed a 28-year-old South African female crew member multiple times in her upper body. After the attack, he reportedly fled and jumped overboard. Initial media reports had wrongly claimed that a crew member had simply "fallen" off the ship. However, police later clarified that it was not an accidental fall but a result of the violent incident on-board.

Passengers who witnessed the incident said that crewmembers threw life rings into the water to mark the location after the man jumped. Since Icon of the Seas is the world's largest cruise ship, it took some time for it to slow down and turn around, even though it was cruising at a relatively low speed after spending a day at sea. The ship was on its way to Royal Caribbean's private island, CocoCay, for a scheduled stop the next day.

The ship's crew quickly launched a high-speed rescue boat to search for the man. He was found in the water unconscious and brought back to the vessel. Despite rescue efforts, on-board medical staff pronounced him dead after his recovery. According to Royal Caribbean, the man was "recovered" but could not be saved.

The female victim received immediate medical attention on-board and was later confirmed to be in stable condition. Police said she had suffered multiple stab wounds but was treated and is recovering.

Royal Caribbean International released a statement confirming that the incident involved "a personal dispute between two crew members." The on-board security team responded quickly, and no passengers were harmed or put at risk.

The cruise line added that "one of the crew members was injured, was attended to by the on-board medical team, and she is now in stable condition." It also confirmed the death of the male crew member after the overboard incident.

Cruise tracking data shows that Icon of the Seas remained on schedule. The ship reached CocoCay on time on Friday, July 25, and is expected to return to PortMiami on Saturday, July 26, to complete its 7-night Eastern Caribbean itinerary. The ship will then depart on its next scheduled 7-night Western Caribbean cruise.

Passengers on-board reported that many were unaware of the incident until much later, as it was not announced publicly. Some videos later shared with media showed crewmembers rushing after hearing the code "Oscar Oscar Oscar," which is the standard man overboard alert.

Police have scheduled an autopsy to determine the exact cause of the male crew member's death, including any possible contributing factors.

Royal Caribbean expressed condolences to the family of the deceased crew member and said it would not share further details to respect the privacy of those involved.

World's first green ammonia ship bunkering completed at China's dalian port

China's Envision Energy reports that green ammonia fuel produced from its green hydrogen and ammonia plant in Chifeng has successfully powered the first green marine ammonia bunkering operation.

China has completed the world's first green ammonia ship bunkering operation, which was done at Cosco Shipping Heavy Industry's terminal at Dalian Port using the renewable ammonia produced at Envision Energy's 500 MW Hydrogen Plant in Chifeng, Inner Mongolia.

This is a great milestone in maritime decarbonisation and was executed by China Shipping and Sinopec Suppliers.

A tugboat was refuelled, and it now replaces 91% of its fossil fuel consumption with ammonia. The vessel also has an ammonia dual-fuel engine and a dedicated fuel supply system.

It has received the 'Ammonia Fuel Tug' classification from the China Classification Society.

The operation demonstrates that the value chain, from the production of green ammonia to its transport, bunkering, and the operation of ammonia-powered ships, is fully established.

Fuelled completely by the biggest independent renewable energy system in the world, the Chifeng Project integrates solar, wind and energy storage with proprietary hydrogen and ammonia production technologies to get dynamic coupling of power generation and green molecule production.

The Project was given the ISCC Plus certification, and it is now the world's first project certified for green ammonia with a verified GHG (greenhouse gas) footprint.

The green ammonia produced has received renewable ammonia certification from Bureau Veritas.

The development occurred at Dalian Port, which is striving to position itself as a green energy hub in Asia which can handle green methanol, LNG, green ammonia bunkering and biofuels.

Captain & watch officer arrested after Cargo Ship runs aground off crete

A cargo ship sailing under the flag of Sierra Leone ran aground late on July 24 near the north-eastern coast of Crete, the largest island in Greece, prompting a large-scale emergency response and the arrest of two officers from the ship.

The ship, MN Kostas, is a 5,800 deadweight ton (dwt) general cargo vessel built in 1994. It measures 106 meters in length and 15 meters in width. At the time of the incident, it was transporting a cargo of plaster from the port of Sitia, Crete, and was headed to Chekka, Lebanon.

According to the Hellenic Coast Guard, the ship ran aground around 11:30 p.m. in the sea area between 6 nautical miles from Sitia and about 3 nautical miles west of Sideros, at the north-eastern tip of Crete. After the grounding, the vessel began taking on water.

An evacuation was immediately ordered. The Coast Guard dispatched three patrol boats, and the Sitia Port Authority sent personnel aboard a fishing boat named ANNA-TASIA. Additional help came from nearby fishing vessels, private crafts, and passing ships.

All 14 crew members were safely evacuated onto ANNA-TASIA and transported to the port of Sitia without injury. Everyone was reported to be in good health.

Three tugboats, Achilleas, Captain Dimitris IV, and Mentoras, reached the grounded ship from Heraklion to assist. A fourth tugboat is expected to arrive to provide further technical support. Divers were also deployed to examine the reef and the ship's condition.

As of now, no marine pollution has been detected at the site. Authorities confirmed that the situation is being closely monitored to avoid any environmental damage.

The Sitia Port Authority is leading the preliminary investigation. It was confirmed that the ship's captain and the acting bridge watch officer have been arrested. They are being investigated under Article 277, paragraph 2 of the Greek Penal Code for causing a shipwreck, and Article 225 of the Public Maritime Law Code for violating regulations aimed at avoiding collisions, in this case, with a reef.

Earlier this year, the ship was cited for labor-related violations. The International Labour Organisation reported that the crew had only received half of their wages for four months, with a total of nearly \$18,500 owed. The issue was later resolved.

India plans mandatory tie-ups with empanelled salvage firms to boost marine disaster response

The move follows recent incidents, including the listing of the Liberian-flagged *MSC Elsa* and a fire aboard the container ship *MV Wan Hai*. Currently, ship owners appoint salvage firms only after a disaster occurs, leading to delays. Under the proposed framework—aligned with the Merchant Shipping Bill 2025—ships calling at Indian ports or transiting coastal waters will need pre-arranged contracts with salvage companies capable of mobilising within 12 hours.

Empanelment will be open to both Indian firms and foreign companies in joint ventures with local partners. Similar regulations already exist in countries like the US, which mandates oil spill response plans for vessels in its waters.

Captain Abul Kalam Azad, Nautical Advisor to the Indian government, said the initiative aims to address challenges such as limited high-powered tug availability and delays due to cost negotiations. Industry experts welcomed the proposal but stressed the need for clarity on operational implementation across states.

The DGS, marking its 75th anniversary, also unveiled strategies to strengthen stakeholder collaboration, reduce maritime accidents, and increase training. In 2024, 186 safety incidents were reported in Indian waters—108 of a non-operational nature, and 78 classified as “marine casualties” including collisions, fires, and explosions.

The agency has set a target of achieving zero safety incidents due to negligence or violations by 2047.

Oil Tanker & Cargo Ship Catches Fire, Killing Captain & Injuring 2 Crew Members

An oil tanker and a cargo ship caught fire in the southern coastal city of Yeosu, South Korea, on Saturday, killing one and leaving two injured.

The Coast Guard in Yeosu, 320 kilometres south of Seoul, said that a fire broke out on the 2692-ton tanker and the 24-ton cargo ship, which were moored next to each other.

Witnesses from nearby ships informed the Coast Guard of the accident.

Per authorities, all 18 crew members, 14 onboard the oil tanker and 4 on the cargo ship, were rescued. However, the captain of the smaller ship was found unconscious and later declared dead.

Two crew members from the old tanker suffered from burns, per reports.

The cause of the fire remains unknown, but an investigation into the incident has begun.

The fire was brought under control and extinguished around 7:45 a.m.

According to the Coast Guard, the tanker had 2500 tons of toxic chemicals, but it is not confirmed whether they spilt into the ocean.

V. HEALTH ZONE

Sailors' Society launches bullying and harassment at sea appeal

The Sailor's Society announced a new fundraising campaign to address bullying and harassment at sea, built on the findings of its report *State of the Industry Snapshot: Bullying and Harassment at Sea* published last month. The report revealed that one in five seafarers experience some kind of psychological harassment on board their vessel, with significant changes in prevalence based on regional differences and seafarer gender. The report further detailed the type of abuse, outcomes of reported incidents, and reason for not reporting incidents. Sailors' Society CEO, Sara Baade, said: "Data in this report reveals that less than half the victims of rape or sexual assault on board a ship report it to their superiors and more than one third of trainees say they have already experienced bullying at sea.

"Seafaring is an exciting, rewarding career, allowing men and women to travel the world and provide for their futures and their families. But for some, bullying and harassment are a daily challenge, and miles out to sea it can feel like there is no escape." Data released by Gard in late June showed a concerning growth around the mental health and well-being of seafarers; suicide was the second most common cause of fatalities on board ship in 2024, accounting for 9% of deaths while injuries were the cause of 8% of fatalities last year. Among the actions taken by Sailors' Society to support seafarers, its new Sea Mate programme is training crew to become Welling Officers, equipping them with the skills to provide psychological and emotional support on board to ensure seafarers always have someone to turn to..." This kind of abuse is so serious the IMO chose to highlight it for this year's Day of the Seafarer. It wouldn't be allowed to happen in any other workplace, so why is it still happening at sea? "Through our global 24/7 support services, like our helpline, peer-to-peer groups, Crisis Response Network and trauma grants, we are making sure seafarers have a safe and confidential place to turn to and receive the care and counselling they need to recover from these incidents," said Baade.

The charity said £20 could help pay the charity's helpline costs for a morning, £50 could go towards counselling a seafarer in crisis and £100 could provide financial support for urgent care or help with repatriation.

Report warns shore leave is in danger of extinction

A new report from the ITF Seafarers' Trust and the World Maritime University (WMU) highlights the continuing absence of shore leave for the world's seafarers. Analysing the data from 5,879 seafarers who responded to the trust's shore leave survey, WMU researchers concluded that more than a quarter of seafarers did not get any shore leave at all, and a third only got ashore once or twice during their entire contract, based on an average of 6.6 months on-board. The ITF Seafarers' Trust opened the shore leave survey in mid-2024 to test the concern that shore leave seemed to be progressively harder to access. Working with the team at the WMU to analyse the data, the resulting report seeks to give a true picture of the current levels of shore leave available to seafarers, how often it happened, how long it lasted, and to look at possible barriers. The report paints a sorry picture of access to shore leave and shore-based services. Officers were least likely to get shore leave, and seafarers on offshore vessels and tankers were the least likely to get ashore. Across all respondents, even when seafarers did get shore leave, 47% were able to spend less than three hours ashore and overall, 93.5% spent less than six hours ashore. The data shows that the barriers to shore leave are multiple and systemic: minimal crewing and high workloads, increasing inspections, port security and operational efficiencies leading to lack of time in port, lack of shore-based facilities and costs of transport. All these and multiple other issues result in a situation where the current system means that for seafarers to recuperate with shore leave is an unattainable dream in many ports. Katie Higginbottom, head of the ITF Seafarers' Trust, said: "...*We hope that the findings will promote discussion and acknowledgement that seafarers deserve a break from the vessel. Action must be taken to preserve the possibility of shore leave.*" At a time when mental health and well-being are recognised as important considerations for seafarers' health and safety on board, access to shore leave should be promoted to ensure the safe management of the vessel, the 47-page report states, adding that given the looming crew shortages, affording decent opportunities for relaxation from work should be a priority for attracting and retaining crew. "All stakeholders, from flag states to port states, agents to shipping companies and seafarers themselves, need to recognise that the current regime is leading towards the extinction of shore leave as a viable concept," the report urges.

VI. ARTICLE INDEXING

5 Maritime technologies from 100 years ago that still work today

The maritime world is witnessing tremendous strides in technological advancements, with new digital onboard systems, automation, and AI making operations smoother, precise and safer for seafarers as well as port authorities. However, the majority of the basic maritime technologies on which the current systems are based trace their origins to past centuries. Some of these old technologies, which are still relevant today, will be discussed in this article.

1. *The Magnetic Compass*

All modern ships feature GPS Systems to accurately locate a ship's position; however, the magnetic compass remains a vital equipment on every ship.

Though the principle on which a compass works was understood for centuries, its refinement and adoption as a trustworthy navigational tool for long sea voyages became widespread in the late 19th and 20th centuries.

A magnetised needle, free to rotate, aligns itself with the Earth's magnetic field, pointing to the magnetic north. The compasses of the early 20th century were damped in liquid to prevent erratic swings and needed careful calibration to compensate for the vessel's own magnetic influences.

The magnetic compass is independent from any power sources or signals and can act as a backup in case of power failures, cyberattacks on ships or a GPS signal loss. Every ship's bridge features a standard magnetic compass, often located on the monkey island above, for taking bearings.

2. *The Anchor*

The concept of the anchor is as old as seafaring, though the anchor design and the material used for its construction have evolved significantly in the past 100 years.

By the 20th century, the stockless anchor, which was patented in the 19th century, was adopted and became the most common for large ships due to the ease of housing in the hawse pipe.

The anchor is used to secure a ship to the seafloor and prevent it from drifting due to the power of winds and strong waves. The anchor's weight, along with the design of its flukes, enables it to dig into the seabed while the anchor chain or cable connects it to the vessel, preventing the ship from moving or drifting from its position.

There have been advancements in dynamic positioning systems, which are automated systems that use thrusters and propellers to maintain a ship's position without the need for traditional anchors or mooring. They are crucial for offshore operations; however, anchors remain the most reliable for securing ships in harbours, anchorages and roadsteads.

This is due to their simple yet effective functioning, which makes them significant. They also don't need any power output. Modern ship anchors, though refined in terms of material and fluke design, operate on the same principle as their 20th-century counterparts.

3. *The Rudder and Steering Gear*

Though thrusters and azimuth pods are common nowadays, steering a ship using a rudder and associated gear dates back millennia.

By the 20th century, steam and then electric-powered steering gear replaced manual systems on bigger ships, making steering less labour-intensive.

The rudder is a flat or hydrofoil-shaped appendage at the stern that is pivoted to deflect the flow of water passing the hull. The deflection generates a force that pushes the stern sideways, causing the bow to turn in the opposite direction.

The 20th-century steering gear used steam engines or electric motors to turn the rudder back using a worm gear or hydraulic system that was controlled from the bridge.

Today, even ships with advanced propulsion systems rely on a rudder or integrated thruster-rudders for precise steering and course keeping.

The basic hydrodynamic principles remain unchanged, and the mechanical and hydraulic systems for transmitting steering commands from the bridge to the rudder are quite similar, albeit with electronic controls.

4. Marine Chronometer

The marine chronometer is a highly accurate and stable timekeeping device which has changed celestial navigation.

Though John Harrison developed the first practical chronometers in the 18th century, their widespread use in merchant ships and naval vessels increased in the 19th and 20th centuries, making precise longitude determination at sea a greater possibility.

The chronometer, by keeping extremely accurate time, enabled navigators to calculate their longitude by observing the precise time of celestial events like a star's median passage at their location and comparing it to the known Greenwich Mean Time of that event. Even the smallest errors in timekeeping could lead to major errors in longitude.

Though GPS has overtaken celestial navigation, the underlying principle of precise timekeeping remains paramount. GPS relies heavily on atomic clocks to offer incredibly accurate time signals.

On ships, accurate chronometers or time synchronisation systems are vital for several operations, including communications, backup navigation, and data logging, in case electronic systems fail.

5. Whistles and Horns

The use of sound signals to communicate and warn of hazards has been a part of seafaring for centuries. However, the method has evolved a lot.

By the 20th century, steam whistles and later electric horns were standard and powerful for avoiding collisions between ships and signalling, governed by increasingly codified 'Rules of the Road', now the International Regulations for Preventing Collisions at Sea – COLREGs.

Sound signals are used to convey a ship's manoeuvre, e.g turning to starboard, astern propulsion, its inability to manoeuvre at anchor or to warn of danger in case there is limited visibility.

Though there are radars, AIS systems and VHF radios for communication, sound signals are a legally required means of communication at sea, especially in conditions of restricted visibility, eg fog, heavy rain, etc, where visual contact is lost or electronic systems cannot be relied on. They are an immediate and universally understood method of communication.

VII. NEW ARRIVAL

1. MNTB GMDSS Course criteria 3rd Edition
2. Internal Journal of Hospitality and Tourism System Vol. 2
3. Hotelier monthly magazine for the month of July 2025
4. Catering insight magazine June 2025

VIII. NEW PUBLICATIONS

TITLE	CODE	PRICE	ISBN
<u>Anti-Fouling Systems (AFS) Convention, 2023 Edition, Russian Edition (digital only)</u>	KB680R	£26	978-92-801-4280-8
<u>Hong Kong Convention, 2025 Edition, French (digital only)</u>	KA683F	£34	978-92-801-2587-0
<u>STCW-F, 2025 Edition (digital)</u>	KA915E	£34	978-92-801-1833-9
<u>Model Course: Restricted Operator's Certificate for the Global Maritime Distress and Safety System (GMDSS) (digital only)</u>	KTC126E	£79	978-92-801-1807-0
<u>Model Course: Survey of Electrical Installations, 2025 Edition (digital only)</u>	KTB304E	£79	978-92-801-1829-2
<u>Hong Kong Convention, 2025 Edition</u>	IA683E	£34	978-92-801-1830-8
<u>Model Course: General Operator's Certificate for GMDSS, 2025 Edition (digital only)</u>	KTC125E	£79	978-92-801-1805-6
<u>Hong Kong Convention, 2025 Edition (digital)</u>	KA683E	£34	978-92-801-1831-5
<u>Facilitation Convention (FAL), 2024 Edition, Chinese (digital only)</u>	KE350C	£30	978-92-801-6131-1
<u>Basic Documents: Volume I, Arabic Edition (digital only)</u>	KD001A	—	978-92-801-5232-6

QUOTES

A sailor is not defined as much by how many seas he has sailed than by how many storms he has overcome.”

“The strongest storms make the best sailors. The strongest games make the best players. Tougher challenges make the best leaders.”

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

Editor

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