

# Callidus News

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## A SEAFARER'S REALITY ON THE SEA

As the title suggests a seafarer is a person who is engaged with any activity that is related to the working or performing in the sea. Seafarers are people who have been employed by a ship-owner to do ship service on board a ship at sea, i.e. work performed by people taking part in the ship's operation and maintenance as well as the provisioning of those on board. Furthermore, seafarers can be persons who perform repair and maintenance work on ships, special ship personnel who have been engaged to work at sea on board a ship as well as cleaning and catering personnel.

### ROLE AND RANK OF A SEAFARER

#### 1. Master

Also known as a Captain, a master

has overall command of a ship and is largely responsible for the efficiency, safety and commercial feasibility of his vessel. He works with a Chief Officer, 2nd Officer, 3rd Officer and Trainee Officer.

#### 2. Deck Officer

If a car has a driver, a ship has a deck officer. Apart from navigating a ship, he's also responsible for loading or unloading of cargo, radio communication, planning of the voyage, and the control/safety of the crew and passengers.

#### 3. Engineering Officer

A marine engineer is largely responsible for the mechanical and electrical equipment on board the ship, ensuring smooth and efficient operation. The chief engineering officer oversees the work of the engine room along with a team of engineers.

#### 4. Electro-Technician Officer (ETO)

Also known as an electrician, he is responsible for the maintenance and testing of all electrical equipment on board, from the engine room to the passenger areas. The role of an ETA is particularly important on cruise ships.

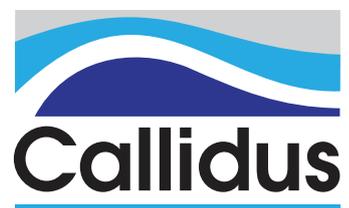
#### 5. Deck Ratings

A deck rating is an unlicensed member of



A ship is safe in the harbour but that's not what ships are for

- William G.T. Shedd



the deck department, working as an all-around help. Apart from maintenance tasks, they also assist in loading and unloading of cargo, and as part of the emergency and life-saving team, damage control, and safety equipment.

### 6. Motorman

As the job title suggests, a motorman works in the engine room, cleaning, repairing and carrying out routine maintenance on a daily basis. From a Motorman, a seafarer can level up to a Fitter.

### 7. Stewards / Pursers / On board Catering Services / Cooks

Everyone who works under this department is responsible for feeding the crew and passengers and keeping accommodation and public areas clean. The Chief Purser heads this department and is directly in charge of the cooks and stewards.

## DUTIES AND RESPONSIBILITIES OF A SEAFARER

1. Seafarers should participate in ensuring safe working conditions and should be encouraged to express views on working procedures adopted as they may affect safety and health, without fear of dismissal and other prejudicial measures.
2. Seafarer should have the right to remove themselves from dangerous situations or operations when they have good reason to believe that there is an imminent danger to their safety and health.
3. Seafarers should not operate or interfere with equipment which they have not been duly authorized to operate, maintain or use.
4. Seafarers, who order the other seafarers in terms of the job, must make sure that all the seafarers have understood the orders.
5. Seafarers have a duty to be particularly diligent during fire, lifeboat and other drills or any other emergency training.

## RIGHTS OF A SEAFARER UNDER VARIOUS SOURCES.

### Flag State law

The ship has the nationality of the flag that it flies. Also, under international law, the laws of a flag State apply to a ship regardless of the location of the ship. Therefore you - as a seafarer - are entitled to the protection of, and are governed by, the laws of the flag State wherever the ship is and regardless of your nationality.

### Port state Law

When your ship enters a port, that port State can exercise certain powers over the ship whilst it is in port. Generally a port State does not intervene in the internal affairs of a ship unless there is a dispute which concerns the peace and good order of the port. However in many jurisdictions around the world, if you have a legal claim, for example for unpaid wages, you will be able to start a legal action in the courts of the port State.

### Home State Law

Seafarer will be able to rely on rights contained in your home State law if that law governs your contract of employment. Otherwise, if you are in trouble when abroad, your home country should provide support and assistance through its consular offices.

### Employment Contract

Your individual contract of employment will set out what your rights are as between you and your employer. Your contract may be (1) a private contract and/or (2) a collective bargaining agreement produced by a trade union or an employers' association and/or (3) a form of contract in which the government has taken an active role.

### International laws

International laws are laws made at the highest level between States. Since it was founded in 1919, the International Labour Organisation (ILO) has set international labour standards for all workers, and specifically has set standards for seafarers in more than 65 Conventions and Recommendations. These instruments, taken together, constitute a comprehensive set of standards and concern practically all aspects of living

and working conditions of seafarers.

## SKILLS TO BECOME A SEAFARER

1. A seafarer must be technology savvy as ships are more advanced these days and computer systems like GPS, Radar, Electronic Navigation and Steering systems must be known.
2. Confidence in making decisions and capability to execute the decisions.
3. Being able to identify Hazards and Risk is a very important skill.
4. Communicating with people can help a long way in growing as a seafarer.
5. Team work and being good as a team is another skill as this is not lone man's job, it involves the strength and hard work of huge crew so working together is something that a seafarer should be aware off.

## CHALLENGES FACED BY A SEAFARER

1. Danger is everywhere, from the work, the weather, pirates, and personal problems.
2. Shorter to no stays in port. Due to containerisation, unloading and loading of ships can be done quickly, resulting in a shorter turnaround time. In fact, some seafarers are at sea for months on end. And some ships regulate work hours by hours of rest, because hours of work limits are hard to conform with.
3. Since a seafarer may have to work with many nationalities communication can be difficult. English is a must on board, but the level of English may differ from person to person.
4. Always or at most times, a seafarer is away from his family and country which can be emotionally challenging to deal with in the beginning.
5. The recruitment scams are a challenge that most seafarer's face as in the name of cruise fraud, some agencies make false promises for money.

**CONCLUSION**

The globetrotting lifestyle and the promise of a huge salary are often enough to make anyone want to become a seafarer along with enjoying several working rights, benefits and other compensations under

the Maritime Labour Convention (MLC) but little do people know that seafarers have a profession that has its own story and hardships that remain within the water boundaries of every country. They will continue for themselves, for their goals, for their

family, for the people they serve for and for the country they represent. Having said the above, a seafarer is a standing example of true dedication and no looking back and thus they deserve all our praises and applaud for doing the job they do.



**WHAT'S NEXT FOR CCD**

The Death of VG Siddhartha Cafe Coffee Day's owner has led to a big question on what's next?

CCD is India's largest coffee chain and is owned by Coffee Day Global which is a subsidiary of Coffee Day Enterprises. The coffee chain as of March 2019 had a footprint of 1,752 cafes in the country and is a market leader in organised cafe space. The company is currently under a debt of Rs.6,500 Crore. It was also learned that after the CCD owner went

missing, the company's share value was dropped by 20%. In his suicide note Siddhartha has also mentioned the growing pressure given by the creditors and private equity partner which had led him to take a drastic decision. However the company board is yet to refute on his suicide note. It was also learned in the suicide note that he has made a big transaction and the board is yet to refute on those statements as well.

On the other hand, there has been much

speculation that the American Giant Coca Cola is interested in taking over the Multi Crore Company. Siddhartha was reportedly seeking a valuation of Rs 8,000 to Rs 10,000 Crore from Coca-Cola for the stake sale in his coffee chain. However he wanted to make sure that stakes of the company remain with him. Coca Cola had already purchased Costa Coffee for \$5.1 billion in September 2018 and if CCD is acquired by Coco Cola, this would be second largest investment by Coca Cola since 2018.



HOT NEWS

# 201 SHIPS SCRAPPED DURING FIRST HALF OF 2019



The first half of 2019 saw 201 cargo vessels sold for demolition (sum 2 million tonnes) 75% were scrapped at either Bangladesh or India, with Bangladesh receiving the majority share. Scrapping numbers were down c.18% compared to the first half of 2018. This is a knock on effect from the collapse of the Brumadinho dam in January, which has affected cargo supply and therefore charter rates.

Demolition rates peaked later into the first half of this year, compared to last year, as tonnage supply became more scarce and yard availability and appetite grew. H1 of 2018 saw rates peak during mid March at 470/465 (\$ per LDT) for tankers and bulkers respectively. H1 2019 saw a lower

and later peak of 465/460 (\$ per LDT) towards the end of April. The oversupply in the Offshore sector continues to see scrapping deals outweigh newbuilding orders, reducing the offshore vessels operating on the water. 79 vessels were scrapped in the first half of 2019, down c.23% compared to the first half of 2018.

## Cargo

**Bulker** Demolition activity in the bulker sector has increased c.55% compared to the first half of 2018.

**Small Dry** The small dry sector was the only sector to remain consistent in terms of the number of vessels scrapped, in comparison to last year.

**Container** The first half of 2019 saw a significant increase of c.370% in container scrapping. Total TEU scrapped increased by over 100,000 compared to first half of 2018.

**Tanker** The number of tankers scrapped in H1 2018 was 3 times the number of tankers scrapped in the first half of this year, showing a clear dive in the number of tankers scrapped this year.

**LNG** The positive outlook on the gas sector continues to see little scrapping. Only two LNGs were scrapped in the first half of 2019, both for delivery in Bangladesh.

**LPG** The number of LPG vessels scrapped fell from 26 in H1 2018 to 7 in H1 2019, a c.73% decrease.

**Reefer** The Reefer market continues to cut numbers, with a further 16 being scrapped in H1 2019, a slight decrease from the 20 that were scrapped in H1 2018.

## Offshore

**MODU** an increase in rig count and a sustained higher oil price has resulted in less scrapping. The number of MODUs sold for demolition at the start of this year has decreased by a half compared the first half of 2018.

**OSV** scrapping remains strong in the OSV sector, with Tidewater Marine scrapping 18 OSVs in H1 2019.

**OCV** The number of vessels scrapped in H1 2019 matched the number scrapped in H1 2018.

*Happiness is hard to define but most people are aware of whether they are happy or not. Many people believe that happiness is a form of luck and that some people are destined to be happy while others are destined to be unhappy.*

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