

## *From the Editor's Desk*



**Re: Nautilus International: Authorities are blind to the need for seafarers to have adequate rest**

**Alexander Spiewok** Lead Auditor at DNV GL, appearing in [www.linkedin](http://www.linkedin)

**To Malcolm Brown, Sharon Reyes, Tim Carter.**

*THE CAPTION SHOULD BE SHEAR NECESSITY AND NOT THAT Authorities are blind to the need for Seafarers to have adequate rest. TO ENSURE THE CORRUPTED COMMERCIAL WORLD, DO NOT CURTAIL THE LOOPHOLES leave the monopoly to continue (AUTHORITIES blindly favoring the SHIP-OWNERS/ MANAGERS in cutting the manning strength of ship-staff / seamen, in the most unrealistic manner, illogically, thereby men on board continue to suffer sharing the time of those sick, on eventualities of accidents, while living and working with constraints, living with water and food supplies without proper check, sub-standard delivery / delivered at the last moment before ship's departure, while on a profession, living and working out on the deep seas/oceans. They are a neglected WORK-FORCE since out of sight, working and living on the deep seas of the high seas and the oceans.*

*To Malcolm Brown You do not answer to valid points raised in my comments in linkedin. Please note: A Wise ship-management / national maritime administration's should have foreseen and taken into consideration of all the probabilities, in which obviously sickness in human is a common factor. Mere theory nor mere practice does not lead to improvement/development. Self, find many of your similar names Malcolm Brown appearing in Linkedin and can't guess what your veracity is ? since you state "Even ashore, if someone is off ill, the remaining staff are expected to take up the slack", since not knowing as to what help, and from where you get help, in an emergent situation while out on the deep seas, in the middle of the seas/oceans? While these days burdened with documentation and quick-turnaround of vessels. If so, people like you, are exploiting the seafarers by cheap-labour and circumstances, in which the poor seafarers desperately urge the seafarers mission overseas? Authorities do not raise or address seafarers legitimate issues because of people like you, to please the capitalists i.e. Capitalists (ship-owners/partners/shareholders etc) and the Ship managers as the middlemen, to also make money, at the cost of the hard-working seafarers with occupational hazards. Hence to express the gratitude, to the working seafarers, out at sea. It is over 67 years, since we gained independence, one cannot be fooling all the time. In the second Para of your comment, you state " that you provide safety, as far as it doesn't cost money. depicts you are a merciless person who has no iota of concern for the safety of (seafarers) persons working out at sea, with risks and sacrifices, earning foreign-exchange to the country of origin, and keeping the world trade active. You blame the seafarers, saying that they*

*(contd. on page 4)*

(contd. from page 3)

*come without proper training, with the false hope on checklists and risk assessments. If you consider yourself, much more competent, please try to raise the quality benchmark \* which by your own words appear "YOU" are incompetent, but loud mouth but for exploiting the poor seafarers into inhuman drudgery and slavery. How many accidents out at sea are reported? Most of them are suppressed by the Masters and Chief Engineers, since being the Management representatives of the Shipping Company, unless well established shipping company owners consider humanity than just making money like any other business.*

*If you are competent, draw out minimum standards of your requirement for seafarers. My dear friend it is not the language that only works to state that the manning is sufficient "to sail the vessel from A to B" like that of the country boat/dingy. Self a Mechanical Engineer specialized in Marine and Industrial establishments ashore, after almost two decades out at sea and hence cannot digest such expressions of low standards with unrealistic imaginations. As you state "Be interesting to see, if the old style training gave better results than ticking boxes" like suggesting to go back to stone-ages or bullock-cart/ of transportation, so that you indirectly state, that we need to close down all the Maritime Colleges / Academies / Institutions of Higher learning/ Universities, since you are more after greed for more money than the safety of the seafarers out at sea. When the whole world looks forward for new better ideas/innovation in pursuit of progress and development, in all spheres of living and working.*

*PLEASE SHARE YOUR OPINIONS: Human Rights at Sea is pleased to continue to showcase the Missing Seafarers Reporting Programme - [www.missingseafarers.org](http://www.missingseafarers.org) - as a global first supporting seafarers and fishermen and their families. The Programme is designed to keep the issue of seafarers and fishermen lost at sea alive and to raise international awareness by profiling individual cases to maritime authorities, flag states, governments, ship owners/managers, civil society organisations, NGOs and the general public, among others. [enquiries@missingseafarers.org](mailto:enquiries@missingseafarers.org) - tell us what you think and if you want to support us. Brought to you by [missingseafarers.org](http://missingseafarers.org), The 'Missing Seafarers Reporting Programme' ("MSRP" or "the Programme") is the flagship programme delivered to the international and maritime communities by the Human Rights at Sea ("HRAS") organisation. It is a privately funded programme delivered... David Hammond - Barrister Founder Human Rights at Sea*

**We though belong to a highly populated country 'INDIA' we value the lives of the SEAFARERS working out at sea, which bring foreign-exchange to the country.**

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