

## HSL Receives Prestigious Maritime Award 2021



World Maritime Day was celebrated with a grand reception and award giving ceremony in Bangladesh on 30th September, 2021 at Hotel Intercontinental, Dhaka. The event was hosted by the Ministry of Shipping/Department of Shipping and was attended by various stakeholders and the elite shipping community of the country. Maritime Award 2021 was presented to Haque and Sons Ltd for Special Contribution on Seafarers employment in the manning sector. The award was received by Capt. G.M. Quadrey, Sr. Executive Director of M/S Haque and Sons Ltd.



Managing Director of Haque & Sons Ltd stated "I would like to share this honor and achievement with our valued principals, our hardworking, dedicated and loyal seafarers working onboard under HSL and our shore based employees without whom today's recognition would not have been possible. I am grateful and honored to receive such recognition from Department of Shipping, Government of Bangladesh".

## INTERNATIONAL MARITIME ACADEMY BECOMES THE FIRST PRIVATE SECTOR MARITIME TRAINING PROVIDER TO OFFER UNDERGRADUATE PROGRAM UNDER BANGABANDHU SHEIKH MUJIBUR RAHMAN MARITIME UNIVERSITY

Ever since the Government of Bangladesh decided to commence its operation of a maritime university, International Maritime Academy (IMA) has strived to gain accreditation for its trainees to be enrolled in its undergraduate program. It was always felt that the trainees of IMA are being trained to meet the requirement of the STCW convention and the Department of Shipping syllabus, but there was no opportunity before to provide them a stepladder to enhance their career progression through a formal degree program. As a result, many chose the public sector training provider to obtain both professional and academic qualification.

With all due efforts, an initial assessment of the academic campus, its faculty and teaching curriculum was initially assessed in 2015, but due to lack of legislative procedure to enroll private sector training providers, the initial effort was stalled. When finally the procedure came through officially in 2018, IMA was more than prepared to undertake the venture and applied to Bangabandhu Sheikh Mujibur Rahman Maritime University for affiliation. In 2020, a formal assessment was carried out regarding the curriculum, infrastructure, faculty and suggestive changes that were required in order to bring the academy in line with the requirement of the university.



Vigorous work was undertaken to rearrange the teaching system to bring it in line with the university requirement without hampering the requirement of the syllabus provided by the maritime administration. A review of the syllabus for all undergraduate training providers was undertaken to update the new emerging professional requirement for the future. Meanwhile, the university has been using the simulator facility of the post-sea wing of IMA, which is Bangladesh Maritime Training Institute (BMTI) to train its students and the university was well aware of the capability of our facilities.

Finally the syndicate committee of the university held a meeting on 30th September, 2021 and formal approval was granted to IMA on 26th October, 2021.

A milestone has thus been achieved through extensive hard work of the faculty members of BMTI and IMA, working in collaboration with the Nautical and Engineering instructors taking the lead in all academic matter. As we celebrate our achievement, we need to bear in mind that we should be adaptable to changes and requirement that may be placed on us to meet the challenges of future seafaring and make our training worthwhile so that we can proudly say that we are second to none as far as training is concerned.

For our trainees, it opens a new horizon by formalizing and recognizing their training at IMA, leading them to a pathway where they have the scope of furthering their formal education at all academic level.

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## CHALLENGES AHEAD

These past two years have affected the lives of people around the globe. Our points of reference changed overnight. We were forced to modify instantly our habits and discover a new norm for work, school, and living.

We learned social distancing, developed routines, implemented Zoom and Team meetings. We are repeatedly washing our hands, and people wearing masks to protect themselves, family members, peers, strangers. But through this collective experience, we're all discovering new strengths. Community values are shining through in adaptive ways.

Although situation is improving, or rather becoming better manageable, challenges have of course persisted in the past many months due to the covid pandemic, particularly for seafarers. Today, I would like to acknowledge the strength in our team. Each member works tirelessly, harnessing all their energy and skills to meet the needs of our customers and partners. In addition, I would like to take this opportunity to pay tribute to all our seafarers, as well as clients and supporters for this ongoing ever-changing situation.

Locking in talent has become essential due to various country restrictions, shortages of seafarers faced worldwide. Many owners have realized that diversifying their seafarer supply pool is required to better manage world-wide scenarios such as restrictions placed in China, problems in Ukraine and Russia has all impacted global supply shortages of seafarers. Bangladeshi seafarers have become important alternative sources for supplying highly qualified, seafarers during this crisis. We continue to work with our principals and partners to better train, educate and lock in talent with various trends, bonuses, and welfare activities such as medical insurance for family of seafarers.

To our customers and partners, we know how extraordinary these times are for you and your business. We believe solidarity will help us get through this together. We will continue to provide you the utmost support and services. We are extremely honored to serve and partner with you today and in the future.

Together we are stronger!

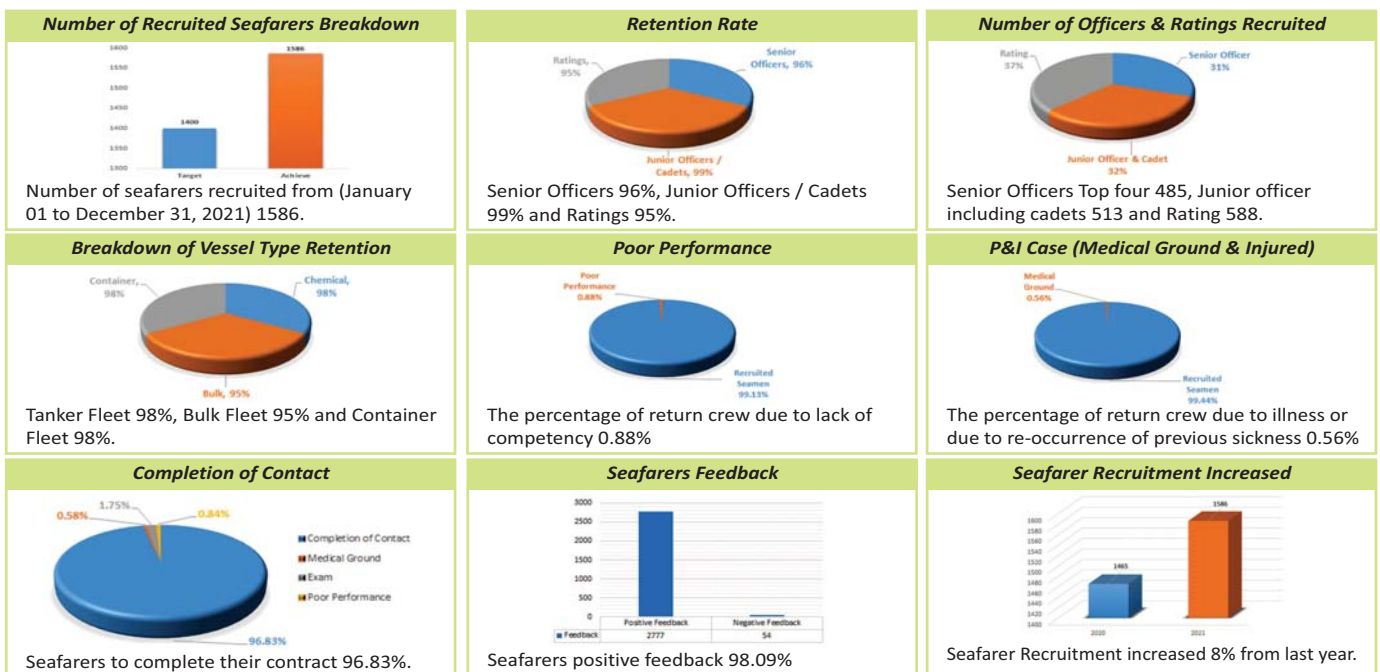
  
**Emdadul H Chowdhury**  
 Managing Director  
 Haque & Sons Ltd.

## Key Performance Indicators 2021

Key Performance Indicators (KPI) have largely been viewed as a gauge of performance, with charterers of the ships looking at downtime, or time off hire as a measure of a ship's potential ability to deliver. But in more recent times, a far more all-embracing determination of performance has evolved, largely driven by the industry itself.

The evaluation of the Key Performance Indicator (KPI) has been driven by this need to demonstrate excellence, quality and best practice, but in a way that can be better understood and offers what is effectively a standard measurement. In short, KPI are a reliable tool with which improvements can be gauged and focus on areas where corrections are required. Haque & Sons Ltd has maintained KPI's year to year as it is a well-recognized method of benchmarking, capable of measuring changes that are taking place, which is useful in recognizing improvements or deterioration in performance with the minimum of delay.

The KPI are results based for year 2021.



## NEWS UPDATE



### NEW EQUIPMENT AND MACHINERIES IN INTERNATIONAL MARITIME ACADEMY

International Maritime Academy has upgraded its firefighting training facilities and workshop to meet the international and local legislative standards as laid out by STCW and Department of Shipping Bangladesh. Fixed systems for Foam, Hyper mist and Dry powder are installed in its firefighting training school. These installations aim to give seafarers the essential education and training in firefighting operations onboard Oil, Chemical and Liquefied Gas tankers meeting the knowledge requirements set out in STCW tables A-V/1-1-1 and A-V/1-2-1, and IMO Model course 1.01 and 1.04 (relevant section- Fire safety and carrying out firefighting operations), which is a prerequisite for basic tanker safety (for all types) course. As of now IMA is the first institution in Bangladesh that complies with all the requirements for the same.



Fixed Fire Fighting Installations at IMA Fire Fighting training school: Foam System (Spray and Jet Mode), Hyper Mist system & Dry Powder system.

IMA is also approved by DOS, Bangladesh; to run post sea workshop training for engineering candidates of Class III Motor (in addition to approved pre-sea workshop training). The training course includes advanced electrical and electronic part covering 130 hours and the mechanical part comprises of machine shop, control engineering lab, machinery demonstration and welding shop covering 380 hours. Candidates can choose either of the two or both courses together and IMA is the only private maritime institute in Bangladesh that offers such facility. For the approval from DOS and to run the courses, IMA has added an Overhead Crane, a Plate type FWG and a Double acting reciprocating Bilge pump to its demonstration hall and equipment; a Power saw to its machine shop; pressure and flow transducers, pneumatic control valves and an ultrasonic thickness gauge to its control engineering lab; and programmable HMI for Mitsubishi Q series PLCs' to its electronic lab. A miniature model of winch is also added to the real danger sensing course demonstration hall. IMA has got Class (BV) approval for its workshop facility for maritime training and intends to run class approved welding training course. As always, IMA is resolute to continue to upgrade its equipment, systems, facilities and human resources to meet the needs of trainees and administration.



Addition to existing Equipment and machineries at IMA workshop: Overhead crane, Fresh water generator, Double acting reciprocating bilge pump, Power saw, Pressure and flow transducers, control valve, ultrasonic thickness gauge and miniature model of winch

## Company News



### 6TH BATCH RATINGS: *Heading towards Ocean* International Maritime Academy

Maritime sector being the most prospective area where no land mass required to be occupied rather unlimited international water will be used to create the strong base for our economy. So to bring this in to reality, we need experts, and skilled manpower. Maritime education plays the vital role to prepare the manpower. International Maritime Academy (IMA) being the only "A" grade private maritime academy in the country performing its role to prepare not only officers but also support staff known as Ratings.



IMA is authorized and permitted from the Department of Shipping (DOS) to conduct Ratings course in several disciplines. Namely, Deck, Engine, Fitter cum Welder, Cook and Steward. IMA strictly believe in providing jobs after successful pass out. So intake is decided by the demand of the shipping principals. So far total 6 batches of ratings have passed out from IMA consisting of total 258 persons. Except the latest batch, all are working in prominent shipping companies with highest dignity and reputation. The latest batch (6th ) passed with 50 ratings from all departments. It is a proud moment to declare that, all of them passed the final examination of IMA and separate examination arranged by Department Of Shipping. They all completed their basic ancillary courses and got their COPs. They completed a ship visit (M.V. AMEENA JAHAN) prior passing out. They left the academy on 3rd December 2021.

As per out usual commitment all these recently passed out 50 nos ratings from 6th batch are in the process of documentation and issuing their CDC. They are being lined up and being prepared for different shipping companies to join ships. 6th batch ratings joined in the middle of Covid crisis. So IMA had to start their training on line. They joined on 1st March 2021 and due for pass out within 1st of September 2021 after completion of six months. Considering the outcome of online classes and lack of practical training, management decided to continue training until physical attendance was allowed by the Government. After their physical presence in the academy, training continued for additional two months until the outcome came to a shape.



As the Government had restrictions on social gathering, IMA had to postpone their passing out ceremony. So we handed over the certificates to them without arranging any sort festive ambience and greeted them bye with heavy heart but with pride. Management felt assured that there was no loop hole in the process of training despite Covid situation. The quality of IMA was not compromised and never will be.

## FREIGHT RATES DECLINING IN 2022 IN THE FACE OF UNCERTAINTIES

After a year in which freight rates continued to set new highs, spot rates are on the decline in 2022 with experts pointing to a series of factors likely contributing to an ongoing decline. The steady drop that began in January is continuing with many experts questioning if rates have peaked due to lower demand even before the industry's massive new building efforts begin to provide the expected dramatic increases in capacity late in 2023 and beyond.

"We have seen a sharp decline in freight rates in the last three months due to a decrease in sales and full inventories as we enter the traditional post-Chinese New Year lean season," said Shabsie Levy, CEO and Founder of Shifl, a technology platform helping shippers plan and manage their supply chain. According to their analysis, trans-Pacific container spot rates between China and the U.S.'s East and West coast ports are down by half between January and March 2022.

The Drewry World Container Index bears out the trend demonstrating that the same factors are at play on a global basis. Last week, they reported that while rates are still up by two-thirds over a year ago, the global spot rate average was down nearly four percent for the week. Freight rates on transpacific routes they noted declined for the fifth consecutive week, with prices to the U.S. down anywhere between six and eight percent, with a smaller one to two percent decline to Europe. Further, in the past month, container shipping costs overall have fallen by about 12 percent, according to the Drewry World Container Index.

While the drop in spot freight rates due to reduced volumes and inflation is more prevalent in the U.S., Shifl China's offices also point to recent COVID-19 lockdowns in major Chinese manufacturing hubs that are also contributing to the decline. China has been moving through a series of rolling lockdowns around different parts of the country, impacting northern ports late in 2021 followed by closures around Ningbo early in 2022. However, the most significant and concerning lockdown is ongoing and being extended in Shanghai, home to the world's busiest container port.

Officials from the Shanghai International Port Group and the Chinese government insist that the port continues to operate normally denying reports of growing backlogs. The state media China Daily quoted a port official refuting reports of 300 or more ships waiting offshore saying it was currently around 50 vessels. He stated that the port had handled 396 vessels last week near its maximum of 400. Some shipping companies such as Maersk are also reporting that they have so far not canceled any sailings while there are however indications of increasing blanked sailing and rerouted ships. Lloyd's Intelligence however calculated that as of April 4, 140 containerships are waiting outside the ports of Shanghai and nearby Ningbo.

( To be cont'd on page 5 )

## FREIGHT RATES DECLINING IN 2022

Cont'd from page 4

While the terminals in Shanghai are officially open, trucking capacity is dramatically limited with drivers required to provide negative COVID tests to move around the city and enter the port area. Further many factories remain closed reducing the flow of goods to the port and in turn reducing demand for the ships.

The decline in demand is also showing up at other points in the supply chain. The Marine Exchange of Southern California for example reported that the number of containerships waiting for berth space at the twin southern California ports reached a new low at the beginning of this week. The number of containerships fell to just 33 vessels on April 4, down by more than two-thirds from the peak in January.



Other factors are also contributing to the declines in demand which are in turn driving freight rates lower. Consumer spending appears to be returning to more typical pre-COVID levels as people have resumed more normal daily routines while strong inflation and higher gasoline prices also caused consumers to cut back on discretionary spending. Similarly, high fuel prices drove up trucking and other costs prompting retailers and others to further slow their orders to control costs.

"We expect the rates to continue their downward trend up to the 2022 peak season at which time the rates will go up, albeit not to the levels seen in 2021" predicts Levy. "Shippers must plan their inventory and order placements," warns Levy recommending that they remain wary of committing to fixed long-term rates at current levels.

Shifl also warns that some of the current issues might contribute to a new supply chain storm and rate fluctuations. They point to the likely backlog of goods piling up in China with the potential for a new onslaught to the U.S. West Coast ports when operations head back to normal in China. Further, they point to the potential for further disruptions impacting freight rates suggesting that the return to normalcy in Chinese operations might coincide with the ILWU longshoremen contract negotiations due to start next month in anticipation of their contract expirations this summer. Shippers and carriers have already begun to worry about the potential for disruptions at the West Coast ports and how that might impact freight rates.

Source: THE MARITIME EXECUTIVE



## Company News



### IMA A brand name

Pandemic has dragged everyone in to uncertainty and despair. Each individual organization is in a trauma of its functional aspect and in dilemma for further expansion of its facility. International Maritime Academy (IMA) is committed to the society and to the shipping principals to provide quality cadets and ratings. Shipping industry is in demand of quality seafarer despite the situation. So, IMA is not in a position to set back and wait.

Considering the modern technology introduction in to ships, IMA is utilizing all its opportunity to develop the resource and quality of training. Installation of Gas tanker fire fighting unit, Welding simulator, upgradation of existing simulator, workshop approval from a classification society is being as example of continual progression.

IMA vision is always set ahead of the time. Though STCW prescribed knowledge is sufficient for the trainee but to meet the vision and to input more professional knowledge to the trainees, IMA is affiliated with Bangabandhu Sheikh Mujibur Rahman Maritime University (BSMRMU) to conduct BSc (Hons) course for both Nautical and Engineering cadets. This is a milestone in the history of Bangladesh Maritime Education in private sector. Honorable Vice-Chancellor of BSMRMU, in his visit to IMA, showed his highest satisfaction by seeing the infrastructure, management support, qualified instructors and exceptionally high standard of training system. IMA is also committed to the university to uphold the quality education. Once cadets are awarded with BSc (Hons) certificates, we highly expect and hope that, their performance on board ship will definitely impress the shipping companies they are working for. IMA is looking forward to that auspicious moment eagerly.

IMA has paved way and created a brand name in the society of maritime affairs in Bangladesh and globally. Everyday lots candidates are showing their wishes and desires to take admission in IMA. That reflects truly during the admission process. Though the admission process is conducted by Government, but it is very much encouraging to observe the wishes and desires of candidates selecting IMA in their priority of choice. IMA is overwhelmed to feel the flourishing moment of its name and fame. During the selection of Ratings, these become more encouraging and challenging when huge amount of over qualified (HSC and above) candidates are applying while requirement is only SSC. Most of marine professionals are suggesting their known candidates to join IMA for its commitment towards all its trainees. Thanks to shipping principals for accommodating all IMA cadets and ratings.

IMA, H&S and BMTI are working hand to hand to make all these possible. IMA development wing is storming brain to architect an appropriate improvement in all direction. There is no set back and obstacle to execute as management is very supportive. Days are not very far, as IMA will appear as a brand name and all IMA trainees are the maritime leaders as our motto.



**Taking Over "MV. DAIWAN ELEGANCE"**



This is engine cadet Md Razaul Islam Raju, I would like to say that it's really great to join Wisdom Marine Lines under Haque & Sons Ltd. It was really exciting when they had chosen me for joining their vessel as an engine cadet for MV. Daiwan Elegance. From the day of sign on to join the vessel a bunch of qualified Haque & Sons dedicated people helped me a lot. It was nice to see that, we could clear immigration without any hassle by showing our papers from Haque & sons.

The flight was at 2305 hrs on 27th March to Doha by Qatar airlines. I was excited and awaiting eagerly to fly though it wasn't my first flight. At last flight took off around 0030/28th March 22, as well as was flying away from home to embrace the greatest adventure I was waiting for. Qatar airlines is one of best airlines of the world and the service of the airlines is always up to the mark.

We landed at Doha around 0530 hours local time on 28th March. Doha airport has a special lounge for mariners, where any seafarer can take free services like food, couch, entertainment. We took that service and grateful to Haque & Sons for arranging our flying on Qatar airlines.



We flew from Doha to Frankfurt (Germany) at 0830lt/28th March 22 on Qatar airlines. We reached their around 1530 hrs lt/28th march. Then we went to immigration police for issuing our expected "schenzen visa". It took around 18hrs for issuing 22 persons visa. Although it took quite a long time but we never get bored. The airport was so lavishing and full of facilities. Thank you Haque & Sons for giving us travel allowance by this we had good food and entertainment.

On next day around 0930lt/29th March 22, we left Frankfurt for Funchal, Madeira, the birth place of Cristiano Ronaldo. The city is very renowned for its natural beauty. Many tourists come to this city for spending their holidays. We had been taken to a 4 star hotel after completing our immigration. We stayed at hotel up to 08th April. Hotel service was very good, we enjoyed much.

Finally at 1200lt/08 April'22 we joined our anticipated ship "DAIWAN ELEGANCE" safely & the journey to join ship from Europe is ended here.

It's a great honor for me to serve Wisdom Marine line under Haque & Sons Ltd. I will be ever so grateful to them.



*Prepared by:  
Md Razaul Islam Raju  
Engine Cadet*

**Congratulations  
on  
Promotion**

We have pleasure in congratulating the following officers who have been recently promoted on board our managed vessels and we wish them all the very best for the future :

**PROMOTED TO MASTER:**

- MOHAMMAD RASHIDUL BAR - CO2908
- MD ALAMGIR HOSSAIN - CO4563
- MD. SHAFIUL ISLAM - CO4611
- MD. SARWAR HOSSAIN - CO4079
- SUJOY KUMAR ACHARJEE - CO4422
- MD. MURSHADUL ISLAM - CO4720
- MD. MONIRUL ISLAM - CO5105
- MD KAMRUL HASAN - CO3633
- MD RAJIBUR RAHAMAN RAJIB - CO6190
- H. M. AL AMIN - CO4903
- MD. MOZAMMEL HUSSAIN TIPU - CO2911
- MUHAMMAD JAMAL UDDIN - CO3293

**PROMOTED TO CHIEF OFFICER:**

- BELAL AHAMED BHUIYAN - CO3757
- MD KHALILUR RAHMAN - CO5643
- MOHAMMED ISTIAR - CO6925
- ASKAR SALMAN - CO5397
- MOHAMMED SHAMSUL ALAM - CO6001
- MD. MAMUN AL SHARIF MAZUMDER - CO4849
- SALEH AHAMMED - CO5871
- MD. TARIQUL ALAM SHOJIB - CO4923
- ASHUTOSH SARKER - CO5071
- MD. IMRAN HOSSAIN - CO6758
- MD. TANVIR AHMED - CO5873
- MD RASEL ALAM - CO4133
- MD. SAROUR MILLAT - CO6635
- MD TASNIMUL HASAN CHOWDHURY - CO6664
- S. M. HASAN - CO7058
- MD. HUMAUN KABIR - CO5147
- MD. ASHRAFUL ISLAM - CO5212

**PROMOTED TO CHIEF ENGINEER:**

- TANVIR AHMED SIDDIQUI - CO4546
- MD JUBAER TANSEN DIPU - CO5164
- KHANDAKAR HAMIDUR RAHMAN - CO4570
- ARIFIN MOSTOFA - CO5094
- MD SERAJUL ISLAM - CO5463
- MD. MOSTAFIZUR RAHMAN - CO4589
- A. RAZZAK - CO5486

**PROMOTED TO 2ND ENGINEER:**

- MUNSHI AL MAMUN - CO5551
- SHIMUL SARKER - CO5525
- ARMAN UDDIN - CO6566
- DHAR MINTU SUTRA - CO5121
- MUHAMMAD AZIZUL ISLAM - CO5624
- IMAD UDDIN - CO6046
- APU CHANDRA DEB NATH - CO5116
- AHMED EMTIAJ - CO5953
- MD. RAYAJ MORSHAD KHAN - CO4955
- MD. RAMIBUR RASHID - CO7049
- MOHAMMAD ARIFUR RAHMAN - CO5291
- K.M. RAKIBUL HASAN - CO6268
- SHAHANSHA BHUIYAN - CO5182
- SHEKH RAYHAN MUZIB - CO5187
- MD ATFUL HYE SHIBLY - CO5584
- MD MOHIM KHAN - CO6383
- MD ARIFUR RAHMAN - CO6424
- IMRAN HOSSAIN - CO6243
- MD. MAHMUDUL ISLAM - CO7205
- MD SHAIKH AL HASNAEN - CO6759

## New Vessels under our Management

1. IMO - 9894648  
Container  
Panama Flag  
DWT 23900  
Built 2021  
Joined Haque & Sons Ltd.  
23-Feb-2021
2. IMO - 9444986  
Container  
Panama Flag  
DWT 21976  
Built 2008  
Joined Haque & Sons Ltd.  
4-Aug-2021
3. IMO - 9928360  
Bulk Carrier  
Liberia Flag  
DWT 81000  
Built 2022  
Joined Haque & Sons Ltd.  
14-Jan-2022
4. IMO - 9928372  
Bulk Carrier  
Liberia Flag  
DWT 82000  
Built 2022  
Joined Haque & Sons Ltd.  
10-Feb-2022
5. IMO - 9460590  
Bulk Carrier  
Panama Flag  
DWT 76457  
Built 2011  
Joined Haque & Sons Ltd.  
13-Feb-2022
6. IMO - 9539535  
General Cargo  
Panama Flag  
DWT 37046  
Built 2015  
Joined Haque & Sons Ltd.  
3-Mar-2022
7. IMO - 9697894  
Bulk Carrier  
Panama Flag  
DWT 35531  
Built 2015  
Joined Haque & Sons Ltd.  
28-Mar-2022



## Seafarer's Voice

### MY JOURNEY AS A SEAFARER (IMA 1st Batch obtaining Master Lic)

Seafaring is one the World's oldest professions. Nearly all things sold worldwide are transported through Ships, which need skilled seafarers to operate, maintain and repair. Unlike land-based jobs, Seafaring positions offer numerous advantages, including: Higher Starting Wages, Opportunities for quick advancement, Adventure, Better benefits, Career flexibility etc.

I have joined International Maritime Academy (IMA) in 2009, Nautical branch. I was so lucky to be a part of IMA's Maiden batch (1st Batch). Following year in 2010, I have successfully completed my Pre-Sea Nautical Training and passed out from IMA. For topping the merit list and overall performance, I was awarded with both Gold Medal and Silver Medal respectively. I'm truly indebted to my Academy including all associates for providing me the best possible Maritime training in line with advancing technology and building my solid foundation.

After fulfilling all the documental requirements, I have been placed onboard Unix Line managed vessel as APOFF. It is notable that, HSL management has provided me the rare opportunity to start my sea-career with one of the best reputable Tanker Company in the market.

After completing my required sea-time and COC-III exam, I got the opportunity to serve Unix Line managed vessel again. And, I continue to serve there till now without any break.

I would like to take this opportunity to thank all concerned parties; Unix Line Management, Unix Crewing and HSL Management for my recent promotion to the position of **Chief Officer**. I am very excited about this new opportunity and having been with the Company for a long time; feel that my experience will be an asset to the Company.

Thank you for the trust you have shown in me by offering me such a coveted position. It is only due to your constant support and appreciation that I have been able to reach this position. I am grateful for this amazing opportunity and am incredibly enthusiastic about being part of management team onboard vessel.

I am confident of putting my good management skills to ensure onboard safety, safe operations and harmonious working environment. I look forward to the new challenges and I'll do my best to exceed Company's expectations of me.



*Prepared by :*

**MD SHAKIR HOSSAIN**

*Rank: Chief Officer*

*CDC: C/O/6094*



## Taking Over The Mighty Lady "MV. HSL VARNA"



Maritime transport is the backbone of international trade and the global economy. Around 80 percent of global trade by volume and over 70 percent of global trade by value are carried by sea and are handled by ports worldwide.

The whole world got stuck during Covid-19 pandemic; on the contrast, maritime sector had to continue its function. We, the merchant mariners have to continue our job during Covid-19 as well. Ship sails around the world to keep the world trade market running.

Haque & Sons Ltd. is the largest Crew Management & Shipping Agency in Bangladesh. Over the past four decades it has risen to become a leading force in its field by adhering to an unequivocal commitment to quality, reliability, efficient management and cost-effective solutions. It's steadfast on its path to reach the ultimate peak of the success. At very early of 2022, Haque & Sons Ltd has took over brand new Panamax Bulk carrier ship 'HSL VARNA' and manning full set of skilful crews.

Winter is going to be over soon. Summer is waiting for blowing warm air to the north. Meanwhile, a group of seafarers took over a new built ship 'HSL VARNA' at the late January 2022.

This is Nahid Hasan Khan, Deck cadet of, along with other crew members and my respected senior, We successfully took over 'HSL VARNA' from port Incheon of South Korea. Despite of coronavirus surge, we have travelled from Bangladesh to South Korea with highest possible precautions. With the highest-level safety and precaution we had onboarded and proceeding to the blue ocean . Taking over a ship is a exceptional challenge, we already overcome this challenge smoothly. Now Our team members are well-familiarized with the ship and sailing for Maiden voyage. Respected senior sirs are guiding me in every step how to handle every single task . We are working as a team and our teammates are very responsible with their job. We are so optimistic that we can keep the supremacy of 'HSL VARNA' and keep the journey of 'HSL VARNA' steady.

It was such a great privilege for me to be the part of the group. That was a great opportunity for learning how to take over a new ship and also how to handle it from the very outset. As a deck cadet, I am feeling so much excited to sail at the Ocean with 'HSL VARNA' Ship.

Sea is like a blue desert. Sea voyages expose extreme challenges, adventure and weather conditions especially during long journeys spanning many countries or continents. It's feel great to explore the blue Horizon with HSL VARNA.

*"I must go down to the seas again, to the lonely sea and the sky, and all I ask is a tall ship and a star to steer her by, And the wheel's kick and the wind's song and the white sail's shaking, and a grey mist on the sea's face, and a grey dawn breaking."*

**- Captain John Masefield**



Prepared by :

**Nahid Hasan Khan (Nobel)**

Deck Cadet





## Taking Over New Lady "MV. HSL VEGAS"



Sea life is rigorous and challenging, so we had the training in the ACADEMY but it becomes more challenging whenever taking over a new ship from other crew manning complement or from a shipyard. It was just unbelievable to me that I am going to get the opportunity to take over a new ship in my very early carrier, I can't just believe my ear when I received phone call from our crew management company Haque & Sons Ltd, the top leading crew management company in Bangladesh. Story of successful taking over MV HSL VEGAS is quite different than other new delivery ship in the amidst of COVID pandemic which thrills me once I remember those days. With the help of ALMIGHTY, we total 21 Bangladeshi seafarers successfully took over MV HSL VEGAS, a

229m long Panamax bulk carrier under the command of Captain Md Mahadur Rahman on 10th February 2022 from Chinese crew at Nagasaki anchorage, Japan.

MV HSL VEGAS, a Liberian flagged vessel, which keel was laid in December 2015 and delivered on 27th January 2022 at Dacks shipyard at Dalian, China. She is owned by LUCRETIA SHIPPING, S.A and operated by SANTOKU SENPAKU CO, LTD.

Due to COVID pandemic our joining was not smooth, we all had to face long -awaited quarantine period which started from Bangladesh and ended up in Japan by joining on board the vessel. Her maiden voyage started on 10th February from Nagasaki, Japan to New Orleans, USA but our team members started journey well before by attending the quarantine in Hotel Marino at Dhaka managed by our good office Haque & Sons from 2nd week of January 2022. We were COVID tested three times at Dhaka arranged by Haque & Sons and few of us had to stay back before departure from Dhaka. During all these activities prior joining we were moved in a small group to avoid gathering and risk of contamination. Haque & Son's gave us continuous support during this time.

After all crew tested negative in PCR test in Bangladesh, we started our flight group wise, 1st group left Bangladesh on 25th January for Korea, 2nd, 3rd & 4th group on 2nd, 6th & 7th February respectively for Japan and 1st group again moved to Japan from Korea. I was in 1st group, we flew by Malaysian Airlines from Dhaka to Incheon, Korea with 19hours transit period in Kuala Lumpur International Airport in between. After arrival at Incheon airport, we were COVID tested and taken to hotel for mandatory quarantine. Few of us had to stay back from Korea. Company planned to board us from Incheon but COVID pandemic did not allow it to happen. So, we were moved to Japan from Incheon. After arrival in Japan airport, we had to face COVID test twice and had to stay in hotel for quarantine again. On 9th February we are 21 lucky crew members finally meet at Kobe, Japan. During quarantine period we enjoyed Korean & Japanese hospitality and food too. After a day we were provided Indian food for lunch and dinner, which added a new change. We were thankful to Captain and Chief Engineer sir for managing Indian food which gave us relief from the monotony of foreign food. Though all the cities we stayed were beautiful but we restricted ourselves in hotel for quarantine.

On 9th February night we started our journey from Kobe to Nagasaki by bus, at morning 0700hrs we arrived at Nagasaki port. I discovered Nagasaki as a revived city, which was invaded in 1945 with a atomic bomb, I deeply remembered those martyred in that day and afterwards.

We started our boat journey towards Nagasaki anchorage at 0730hrs, after an hour we saw the new blue hull lady floating on blue water shining under blue sky. We were warmly welcomed on board by Chinese crew wearing PPE and started taking over process under effective guidelines of our top four officers (Captain Md Mahadur Rahman, Chief Engineer Saikh Iftekher Uddin, Chief Officer Mohammad Zahirul Islam and 1st Engineer Md Samiul Islam.) After two hours of our boarding all Chinese crew disembarked and we had to sail at noon on 10th February 2022

for Panama. Though it was very short period for taking over a new vessel but by the grace of almighty we could do it successfully. It was heavy work load for all of us and we went to all trifles on every part of the vessel to run her smoothly.

By the grace of almighty we have successfully completed USCG inspection with zero deficiency after arriving at New Orleans, USA and loaded 65k MT corn for China. We are thankful to Santoku Sanpeku Co., Ltd and Haque & Sons Ltd for giving us the opportunity to heighten the position of Bangladeshi seafarers.



Prepared by :

**Md Fazla Rabbi**

Deck Cadet, BMA 55th Batch



# Company News



## APPROVAL OF INTERNATIONAL MARITIME TRAINING WORKSHOP BY BUREAU VERITAS



International Maritime Academy is pleased to inform you that our marine training workshop has been approved by Bureau Veritas Marine & Offshore for conducting training in welding, Marine Engineering (Machinery, Automation & Cargo systems).

IMA has thereby complied international requirement for pre-sea and post-sea training requirement of our seafarers and is the first maritime training provider to obtain such a certification.

Seafarers can now avail full workshop training for pre and post sea requirement at IMA.

The academy also provides tailor made training facility for specific areas as per the requirement of shipowners.



## New Principal "Wisdom Marine Lines S.A"



Wisdom Marine Group has nominated Haque & Sons as manning agent in Bangladesh to recruit Bangladeshi seafarer on their managed vessels. Thus far we have provided full manning compliment for four vessels and two more vessel under discussions.

Wisdom Marine Group is the largest dry bulk shipowner in Taiwan by number of vessels with a fleet of 148 vessels, 12 of which are newbuilding's. The group trades on the Taiwan Stock Exchange since 2010 and trade under the stock code "2637." Their primary business is acquisition, management, and operation of dry bulk vessels, with a focus on the handy size sector. They employ more than 2600 seafarers and more than 150 shore staff to handle all aspects of commercial and technical management for our fleet.

This is the first opportunity for HSL to man officers and ratings onboard Taiwanese owned /operated vessels with full manning of Bangladeshi seafarers. We look forward working closely with our new principal and expand opportunities for employment of Bangladeshi seafarers.

## BANGLADESH FACING ACUTE CONTAINER SHORTAGE

**Bangladesh's exporters are facing severe equipment shortage, due to the Chinese New Year, latest Covid related lockdowns and the Russian invasion in Ukraine.**

Bangladesh's exporters are facing severe equipment shortage, due to a mixed impact of the Chinese New Year linked import slowdown from China, the latest Covid related lockdowns in various Chinese provinces, and the Russian invasion in Ukraine. Shipping lines expect a further spike in container shortages in the coming weeks as the situation further worsens in China. The pandemic has been reported to spread to 21 provinces and municipalities including Beijing, Shanghai, Shenzhen, Zhejiang, Jilin, Suzhou, and Guangzhou.








Though none of the ports are closed down due to the lockdowns in cities, operations are partly hampered due to a shortage of port workers, warehouses remained closed, and movement of vehicles is restricted creating disruption.

Bangladesh's largest import suppliers are China and India, and if imports are severely interrupted as a result of the shutdown, the manufacturing sector will be severely short of raw materials and empty containers. Bangladeshi shippers primarily import 40-foot high cube empty containers to ship clothes to western countries.

MSC is the top importer of empty boxes in Bangladesh, followed by Hapag-Lloyd, Ocean Network Express (ONE), and CMA CGM, according to data. In January, MSC imported 1,201 FEU containers and 862 FEU in February. Major Europe and America bound operators are experiencing equipment shortages, according to Mohammad Ajmir Hossain Chowdhury, deputy general manager of MSC Bangladesh.

Source: MARITIME GATEWAY

## QUOTABLE QUOTES "About Change"

-  "Every day the clock resets. Your wins don't matter. Your failures don't matter. Don't stress on what was, fight for what could be."  
-Sean Higgins
-  "I can't change the direction of the wind, but I can adjust my sails to always reach my destination."  
-Jimmy Dean
-  "If you don't like something, change it. If you can't change it, change your attitude."  
-Maya Angelou
-  "The secret of change is to focus all of your energy not on fighting the old, but on building the new"  
-Socrates
-  "Change is the law of life, and those who look only to the past and present are certain to miss the future"  
-John F. Kennedy
-  "I alone cannot change the world, but I can cast a stone across the waters to create many ripples."  
-Mother Teresa
-  "The greatest discovery of all time is that a person can change his future by merely changing his attitude"  
-Oprah Winfrey



## Company News

### BANGLADESH GETS GREATER ACCESS TO COLOMBO PORT

Sri Lanka has offered greater use of the Colombo Port by Bangladesh for the country's export and import trade, according to the Bangladeshi foreign ministry.



Sri Lankan President Gotabaya Rajapaksa made the offer on Wednesday when meeting with Bangladeshi Foreign Minister AK Abdul Momen in Colombo. Momen is currently in Sri Lanka for the 18th BIMSTEC (Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation) ministerial meeting.

"Sri Lankan President offered greater use of the Colombo Port by Bangladesh for transportation of Bangladeshi trade goods," Bangladesh's Ministry of Foreign Affairs said in a statement.

President Rajapaksa thanked Bangladesh for continued support in various multilateral fora and both sides agreed to closely work together in the future. The two sides also discussed the possible new areas for cooperation including food security, ICT, health care and blue economy.

Both sides also agreed to expedite and complete the negotiations and approval process of pending bilateral instruments for greater benefits of the two peoples, according to the ministry.

In this regard, they welcomed the progress made for an early conclusion of bilateral Preferential Trade Agreement for enhancing and facilitating trade between the two South Asian countries.

Momen also called for enhanced trade and tourism by commercial shipping and cruise shipping lines between Chattogram, Bangladesh's premier seaport, and the Colombo Port, said the foreign ministry. On Wednesday, Rajapaksa also chaired the virtual 5th BIMSTEC summit while urging enhanced cooperation among the BIMSTEC member countries of India, Bangladesh, Nepal, Bhutan, Sri Lanka, Myanmar and Thailand.

Source: MARITIME GATEWAY



### IMA Workshop

### The Demonstration Hub of Marine Engineering



International Maritime Academy is the first private sector maritime training facility in Bangladesh and it is also the only A graded one till date. What made IMA so unique is the continuous upgradation of its' resources, to be 100% compliant to any legislature, national or international. IMA, ever since its' inception, has complied with IMO regulations and guidelines. More over IMA has always catered to individual ship

management companies training needs for the seafarers serving their vessels at sea. Over the years, the IMA workshop has been enriched with state of the art technological equipment. According to IMO training module and Department of Shipping (DOS) guidelines, a class III engineer is required to complete a total of 800 hours of workshop training at the pre-sea and post sea level. IMA cadets are undergoing 337 hours of workshop training during their pre-sea course. A minimum of another 463 hours of workshop training were completed in government approved workshops at post sea level. The IMA management has felt it necessary to conduct post sea workshop training at IMA workshop for its' cadets. The reasons were to provide ship specific maritime workshop training and avoid delays and complication of the training schedule and duration.

IMA sought DOS approval to conduct post sea workshop training at IMA workshop. A long list of additional equipment was seemingly a pre-requisite to obtain the approval. IMA management procured and installed the listed items. IMA quality manual was redesigned to suit the DOS requirement and also a course design and lesson plan were submitted. On March 24, 2021, IMA was awarded the approval to conduct post sea workshop training. In November 2021, the first batch of post sea cadets began their training at IMA workshop, a bit delayed by pandemic situation.



IMA also began the upgradation process of IMA workshop by getting the BV class certification. It required an overhaul of the safety procedures and management systems, which was duly adjusted. The progress was slow due to pandemic situation. Once the restrictions were lifted, 6th Batch Rating began their physical classes and IMA workshop reopened. A welding course with five Fitter / welder rating was started. As per BV guidance and supervision, a pWPS was prepared and sent for testing. Once it passes the BV standard, IMA workshop will be advanced to the next level with the BV certification. IMA had developed a ship based electrical workshop training course to enable marine engineers to address the tasks assigned to electrical engineers. Electrical workshop training includes familiarization with ship board electrical devices, trouble shooting and repair / replacement of a faulty appliance. The course provides the basic training of safe use of the various electrical tools and instruments. It was a huge success as marine engineers trained at IMA, are well capable of looking after the electrical works. Initially started with Unix line, the course was later extended to various other ship managements, including KLSM, Santoku Senpaku and V-ships. The course is ship specific and so it is required to be upgraded continuously. PLC based circuitry was also incorporated to suit the modern technology. Although the number of courses were reduced due to covid19 situation but since 2016 a total of 178 marine engineers were given training at IMA electrical workshop.

## "MARITIME SAFETY TIPS"

*For the more than 500,000 workers in the industry, maritime safety is a vital concern. Studies show that maritime workers face a higher risk of illness, injury, or death. These maritime safety tips can help prevent accidents.*

### #1 Maintain Situational Awareness

Being aware of your surroundings is essential to maritime safety. Maintain good visibility and pay attention to equipment that is lifting or moving cargo. Report any problems, including mechanical breakdowns, electrical malfunctions, spills, or unsafe conditions, to the captain or safety officer immediately.

### #2 Follow Safety Procedures

Participate in training and keep your safety certifications up to date. Wear appropriate protective gear for your duties on board, which might include safety harnesses, helmets, shoes, or goggles. Establish a culture of safety and trust with your co-workers, by alerting each other to danger and responding to any maritime injury with proper first aid.

### #3 Be Fit for Duty

Maritime workers have a responsibility to their ship and crewmates to be fit for duty. Staying physically fit and sober and learning the skills necessary to those duties is required. While ship workers are undeniably tough individuals, they need to report injuries or other factors that might make them unable to safely do their jobs. Fatigue, illness, intoxication, or lack of training can all make serious injuries more likely.

### #4 Slips and Falls

Slips, trips, and falls are the third most common cause of injuries in all U.S. industries, with 25.8% of all workplace injuries caused by slip, trip, and fall accidents.

Many slip, trip, and fall accidents occur when:

- ✓ Workers slip and fall from oily or greasy ladders
- ✓ Workers slip and fall from oily or wet decks
- ✓ Workers trip over maritime safety equipment, tools, hoses, and vessel structures

The best way to counteract these hazards is good housekeeping. All work areas should be clean and clear to prevent the risk of tripping. Drill this into your workers' heads. Tools should never be set down for "just a minute". If they have to be set down, they should be put away.

### #5 Alerting

In the complex world of maritime operations many things can go wrong. Speaking up in a timely manner can help avoid many accidents. This is

particularly critical during emergency or high stress situations; therefore if you notice any problem, alert the appropriate team member. Be assertive is of utmost importance, however it is not easy for everyone as some people do not feel comfortable behaving assertively in the presence of more senior people. On the other hand, some senior people do not feel comfortable with junior people behaving assertively. Therefore, masters need to build an on-board culture which encourages crew members to alert to problems and create a culture where people are not afraid to speak up.

### #6 Communication

Poor communication can happen for a number of reasons; crew members onboard are coming from different nationalities and have different mother tongues, even different body language and gestures. Also, people have different language skills levels and in cases of emergency, they tend to revert to their mother tongue. Thus, seafarers need to work with their colleagues on board and dedicate time to understand each other. Open feedback can be useful as well; if someone looks puzzled or offended, discuss the issues with them and explain what you meant and ask why it puzzled or offended them.

### #7 Complacency

This is an easy trap to fall into however just because everything appears OK, doesn't mean that it is. There are many possible reasons and we are all susceptible to them. For example, the same work has been repeated satisfactorily many times in the past without incident. However, we need to consider that there is always possibility we might have forgotten something or the operator has insufficient experience or knowledge to recognize a change. In this context, use checklists effectively, don't be afraid to ask for help when you don't understand a situation and first and foremost: expect to find problems!

### #8 Teamwork

Effective teamwork means that people work together, sharing a common goal. A team that has a common purpose, shared mental model and communicates effectively and supports each other is much more likely to perform well and operate safely. Teamwork can be strengthened by participating in all shipboard activities, discussing issues with team members and use off-duty as well as on-duty opportunities to get to know your colleagues. Be prepared to listen and to contribute are two key principles for successful teamwork.

## Our Readers Matter

We are very pleased to receive plenty of responses to our January, 2021 newsletter - all very positive. It has turned out to be a worthy attempt to reach out to our staff on board and in fact we are very heartened by the fact that some of our readers from the sea took the trouble to offer relevant comments and suggestions in order to make this newsletter more meaningful. Thank you very much indeed.

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