

ANONYMOUS SUBMISSION SUBMITTED

TUESDAY, JUNE 27, 2000.

Have Your Say:

As an Indian I would like to say that India has a huge number of unemployed workers who can have lucrative (by Indian Standards) seafaring jobs but are prevented from doing so by organisations like the ITF which impose unrealistic wage benchmarks to ensure that personnel from the developed world do not lose their jobs. Additionally there are foolish greedy monopolistic union bosses and others who keep a stranglehold on employment of seafarers for their own narrow ends.

Today, persons wishing to take up a seafaring career have a wide range of shipping training institutes to choose from. Owners will be more than willing to support trainee seamen on their vessels. All that is required is governmental control to ensure that these institutes comply with STCW 95. It is in the interest of owners to ensure that crew are properly trained in order that vetting inspectors (on tankers) and PSC on all vessels do not detain the vessel and give them a bad name. Yet, In India people still talk about 'passport holders' as if it were a virus -this was true in the 1930's not today! In India CBA is signed only with NUSI and MUI since they have symbiotic links with the ITF. It is a rule that without union membership one cannot join a vessel which is signatory to a CBA or TCC agreement, yet many bonfide seafarers are denied memberships and sums extracted from them to join vessels (for temporary membership!) as well as from the shipping companies. These same self serving union bosses talk about 'bribes' as if the word itself were an untouchable!

India needs to be freed from the shackles of these people and the world will have access to honest hard working and economical seafarers just like the software industry has learned.