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## ILO MLC– The Seafarer’s Bill of Rights

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Since men began to sail, sailors at sea are effectively at the mercy of the weather and their employers. Despite all our modern technology, that is still essentially true.

Even today, ship operators abandon their vessels and sailors for various reasons. When HANJIN, South Korea’s biggest shipping company, filed for bankruptcy in 2016, hundreds of vessels that it both leased and owned were stranded around the world.



Ports would not allow the vessels to berth because they know Hanjin couldn’t pay the berthing fees. Ships were left with no way obtain fuel or supplies, leaving the sailors with no provisions and no way to get home.

Unfortunately, this is not an isolated incident. The International Labour Organization (ILO) maintains a database of vessels whose crews say they have been abandoned without pay or supplies. Just a quick look at the database shows at least 82 vessels worldwide with active claims.

The International Labour Organization (ILO) created the Maritime Labour Convention 2006 (MLC) from several different acts to promote decent working conditions and protect seafarers from exploitation.

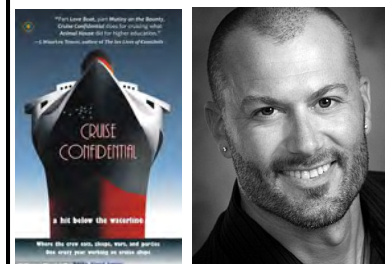
The MLC states that every seafarer has the right to:

- A safe and secure workplace
- fair terms of employment
- decent working and living conditions on board the ship
- health protection, medical care, welfare measures and other forms of social protection.

In 2014, the Convention was amended to require that shipowners ensure compensation to seafarers in the event of abandonment, death or long term disability resulting from occupational injury, illness or hazard.

Training on the ILO MLC Convention is available on all TDI vessels. The name of the Crew Representative is posted by the Master in the common areas, stated on the new Crew Member Vessel Orientation Checklist and the Complaint Process is described in SOP-GEN-2015B.

Brian David Bruns, a former Carnival Cruise waiter, is the first American in Carnival history to complete a full contract without quitting. He wrote a tell-all book, *Cruise Confidential*, documenting what it’s really like to work on a cruise ship.



Says Brian, “I was paid less than \$50 a month from Carnival as a waiter. That’s for working seven days a week without a day off in ten months!”

### TOP Safety Card Hits (Fleetwide last month)

**Housekeeping 14**

**Safety Attitude 11**

**Tools & Equipment 9**

## Crew of the MV Sharjah Moon Abandoned

The following is from an investigative report that was published by the Human Rights at Sea organization.

On May 9, 2017, the crew of the *Sharjah Moon* docked in Hamriyah Port without permission to contact the Indian Consulate in Dubai, as they felt the vessel was in grave and imminent danger. On board are six Indian nationals and one Sri Lankan national. The master has this to say:

“Salaries are pending for 11 to 16 months. From July last year, we have been at anchorage, and we've been through a lot of suffering, as our company doesn't provide bunker, fresh water or provisions in a timely manner. They only give 300 gallons fuel for a month, half of which is not even enough for a week if the generator is running 24 hours.

“One of my crew... has completed 32 months on board and has been asking for sign off for past eight months, but our company has only made false promises. Another crew... lost his father last year and has also been asking for sign off, and again false promises were made by company.

“The crew's health situation has deteriorated. The company has not provided fresh food and water for over a month despite repeated requests. The crew have also run out of fuel for cooking and heating, further aggravating the health conditions on board.”

For much of the last 12 months, the crew have been denied contact with their families. The chief engineer has this to say, “April 2017 we hadn't enough water, fuel and food. The entire crew suffered a lot... They [the company] didn't care about the crew. Some of the crew tried to commit suicide, but we rescued them.

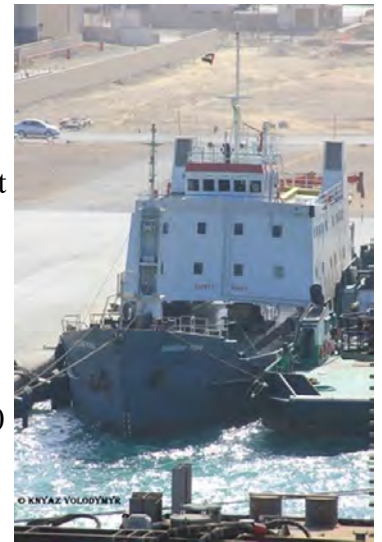
“After I inform the company that my family is financially in big trouble. I haven't received any salary since August 2016. My house and land which are under mortgage has been given final notices...”

As of today, the vessel has received no fresh water or fuel for over a month. They run the generator one hour a day to cook food and sleep on deck to avoid the hot, dark conditions in the interior of the vessel. The Indian Consul General in Dubai has been trying to persuade the company to address these issues for months with no results. He is now appealing to the home states of the crew for financial support and repatriation.

## Royal Caribbean Cruise Line fined over \$750,000 for MLC Violations

Working on a cruise ship is no pleasure trip either. Cruise Law News reported this heavy fine for insufficient rest of crew during a dry dock inspection.

The article reported, “When we interview...crew members, without exception they tell us that the cruise line requires them to work in excess of the hours permitted by the MLC. They have to arrive early to meetings but are not allowed to clock in. When they work over ten hours, they have to clock out and keep working. When they are pressed to work extra hours preparing for USPH inspections, they are required to work off the clock... Royal Caribbean has not responded to our request for a statement.”



**MV Sharjah Moon**

