



# Sagar Sandesh

Guiding Spirit to Shipping Industry

Maritime Tabloid English Bi - Weekly E - Paper

In association with R L Institute of Nautical Sciences, Madurai, Tamil Nadu. | RNI No. TNENG/2012/41759 | Monday, January 17, 2022 | Voyage 10 Wave 98

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**A.P. Moller - Maersk accelerates Net Zero emission.....**

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**Global Port congestion is getting worse....**

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**Securing urgent medical evacuation.....**

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**Decline in global rankings prompts ....**

## Sitara Shipping Ltd. 41 glorious years, one Commitment-Name with Integrity



**Capt. S.S. Sahi**  
Managing Director



**O**n 15th January 2022 Sitara Shipping Ltd. celebrates 41 years of service to the trade.

On this occasion **Capt. S. S. Sahi founder and Managing Director** reiterated their commitment to the trade. Over the years, Sitara has been the Name with Integrity, we have seen impressive growth,

which reflects all the hard work put in by our industrious team."

**Ms Sumi Sahi Dutt** emphasised that the legacy continues with values of hard work and believing in the mantra that impossible is possible

"Diversity and sustainability being at the core of our strategies, we will continue to use our time resources to create a more inclusive maritime

community. As responsible corporate citizens, we will also keep on doing our bit to make this world a better place through socially meaningful initiatives." added **Ms.Sanjam Gupta, Director .**

**The team at Sitara Shipping continues to make the company Your Game-Changer in Over dimensional Shipping.**

## PIRACY & General Average- By Dr.( Capt.) Vivek Jain

**Director (Marine Services) in Singapore, Barrister (England & Wales), Master Marine, Arbitrator, Former Associate Professor in England, PhD (Int. Law)(China), LLB(Lon), LLM (Maritime Law) (Lon), MBA(Norway), BSc (N.Sc)(India), TS Rajendra alumni**



**Dr. (Capt.) Vivek Jain**

**I**n a new case Herculito Maritime Limited (Owners' interests) v. GUNVOR (Cargo Interests), "THE POLAR"[2020] EWHC 3318 (Comm), where the issue was a claim by the owner of the MV POLAR to recover cargo owners' proportion of general average expenditure. The expenditure in question comprises of a ransom payment to pirates, who had detained the vessel in the Gulf of Aden. The Cargo Owners defended that premium was paid by the voyage charterers and ship owner's only remedy is to claim pursuant to their insurance policies. Accordingly the cargo owners ( or their insurers) contended the Owners have no recourse to contribution from them in general average.

- By a charterparty dated 20th September 2010 the shipowner chartered the vessel to Clearlake Shipping Pte Ltd for a voyage from one or two safe port(s) Tallin/St Petersburg range to one safe port Fujairah or, in charterer's option, one or two safe port(s) or STS transfers in the Singapore area.
- An additional **Gulf of Aden Clause** provided as follows:  
Any additional insurance premia (including, but not limited to, those in respect of H&M, crew, P&I kidnap risks and ransoms), crew bonuses (which to be in accordance with the international standard) shall be for chrtrs account. Max USD 40,000 for charterer's account for any additional insurance premium except for crew bonus which to be max USD 20,000 for charterers account.
- Six bills of lading were issued. Bills of lading 1 to 5 contained these words of incorporation on their face: "... pursuant and subject to all terms and conditions as per TANKER VOYAGE CHARTER PARTY indicated hereunder, including provisions overleaf." Bill of lading 6 provided, on

## Perfection takes practice

### And a time-tested recipe

Getting your goods to market on time, in the right quantities and in good shape is easy when you have the right ingredients. GAC's contract logistics and value-added services are stacked with hard-won wisdom that we're happy to share with you. Come and cook something up with us.

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**Delivering your strategy.**