



Ghosts in a Steel Box: An Indian Seafarer Perspective

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ARTICLE INFO

Article history:

Received 16 Apr 2025;
in revised from 24 May 2025;
accepted 05 Aug 2025.

Keywords:

Seafarer, Abandoned Ships,
Psychological Trauma, Working
Conditions.

ABSTRACT

An often unrecognized area is the plight of sailors transporting much of our goods worldwide. They set out for a life of adventure on the high seas, usually driven by economic necessity. However, they occasionally fall prey to unscrupulous ship owners, agents and consortiums of ship managers. The paper focuses on two main areas: the plight of the Indian sailor trapped on ships in foreign ports, with little access to food and water, and his promised wages. The sailor often does not leave his subhuman conditions as he has not yet received promised wages and is unclear about the law. Many sailors, thus trapped, suffer from both short and long-term mental and physical health problems that are brought about by the innocent seafarer, some even contemplating suicide. The paper adopts a multi-disciplinary approach in examining these effects on humans who serve on ships, submarines, in space, or even in restricted spaces in an urban setting. The greater tragedy is that regulators' and governments' roles are often unclear, leaving trapped seafarers to their fate and chance.

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1. Introduction.

An Israel-affiliated container vessel, MSC Aries, was seized by Iran's Revolutionary Guard in the Strait of Hormuz on April 13, 2024, amidst mounting tension between Iran and Israel. The 25 crew onboard the Portuguese-flagged vessel includes 17 Indians, four Filipinos, two Pakistanis, one Russian and one Estonian. The captain is Indian. (Peri & Bhattacharjee 2024).

In pursuing global trade and commerce, sailors often find themselves confined to ships for extended periods. These ships become their temporary homes, but the harsh reality is that they can also become prisons for those onboard. Limited access to food, water, and pay can have devastating and often irreversible effects on the mental health of sailors when ships are arrested in a port or, worse, abandoned by their owners. The isolation and confinement experienced at sea can devolve into a range of mental health issues, which include anxiety, depression, and

even post-traumatic stress disorder. (Agterberg & Passchier, 1998).

Sailors often have to endure long periods of isolation, with limited opportunities for social interaction. The constant motion of the ship, coupled with the separation from family and friends, can exacerbate feelings of loneliness and despair. Without access to mental health resources or support systems, sailors may struggle to cope with the emotional toll of their experiences. (Carotenuto, et.al 2012)

Furthermore, the high-stress environment onboard ships, coupled with the demanding nature of their work, can contribute to increased levels of stress and anxiety among sailors. The lack of privacy and personal space can further exacerbate these issues, leading to heightened tension and frustration. (Haynie, 2022).

Shipping companies and maritime organizations must prioritize the mental well-being of sailors. Establishing support systems, providing access to mental health professionals, and promoting a culture of open communication can significantly improve the mental health outcomes for sailors trapped on ships. By addressing these challenges, we can work towards crafting a safer and more supportive environment for those who dedicate their lives to maritime trade. The mental health challenges

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faced by sailors trapped on ships are often overlooked and underestimated. The unique living and working conditions aboard ships present a set of stressors that can significantly impact the psychological well-being of sailors. As a result, it is imperative for maritime companies and relevant authorities to not only recognize these challenges but also take proactive measures to address them. (Brooks, 2022).

One approach to mitigating the mental health burden on sailors is to integrate mental health training and awareness programs into their regular professional development. By equipping sailors with the tools to recognize and manage their mental health, they can be better prepared to navigate the emotional challenges of their work environment. (ISWAN, 2020)

Additionally, establishing designated spaces onboard for relaxation and personal time and ensuring access to confidential mental health support services can provide much-needed respite for sailors experiencing distress. Introducing regular mental health check-ins and assessments can also help identify sailors who may be struggling and connect them with appropriate resources.

Furthermore, fostering a culture of camaraderie and mutual support among crew members can contribute to a more empathetic and understanding environment. Encouraging open communication and destigmatizing discussions of mental health can create a sense of community and solidarity among sailors, ultimately promoting a healthier and more resilient workforce.

2. The Sad State of Indian Sailors.

The year 2024 has been *Annus horribilis* as far as sea farer abandonment is concerned. In 2024 a total of 312 ships were abandoned as compared to 132 abandoned in 2023. This sharp increase in vessels being abandoned augers badly for world trade on one hand and has a distinct human rights angle with many of these abandoned vessels carrying sea farers far from home and living in pitiful conditions. In the year 2024 out of a total of 3133 sailors abandoned, a full 899 carried Indian passports, making them the largest single cohort. (CANTON 2025)

In 2022, more than 250 thousand Indian seafarers were employed on domestic or foreign vessels. It was a considerable increase compared with 2020. During the presented period, a general increase can be observed; some of the reasons attributed to this increase were improved maritime training standards, increased onboard training opportunities, and improved examination and certification systems. The significant presence of Indian seafarers in the global job market can be attributed to various factors. Firstly, India's substantial workforce surplus may lead Indian employers to be less concerned about value congruence, potentially attracting more individuals to the maritime industry Sengupta & Mittal (2022). Moreover, the historical context of marine trade and globalization in the Asia-Pacific region, where ancient Chinese, Indian, and Persian maritime merchants played crucial roles in the Maritime Silk Road, has likely influenced the strong presence of Indian seafarers in the global market ("undefined", 2021). The region's rich maritime history and traditions may have cultivated a culture that con-

siders seafaring a prestigious and viable career path, motivating more individuals to pursue opportunities in the marine industry.

Furthermore, the flexibility of employment practices in the global labour market, where contractual and temporary work has become prevalent, may have encouraged individuals to explore careers in the maritime sector, including Indian seafarers (Baum-Talmor, 2020). The emphasis on retention in nautical studies in China, where many students are expected to leave the profession within five years, underscores the importance of understanding and addressing factors influencing seafarers' career decisions and job satisfaction (McLaughlin, 2015).

It is also true that several sailors from India have taken employment with not-so-well-established marine establishments and then paid the price in terms of working in poor conditions, being deprived of rightful wages, or, worst of all, being abandoned in foreign ports. Indian sailors trapped on merchant ships face a myriad of challenges that have historical roots and contemporary implications. The hierarchical and often autocratic structure of merchant ships has been a recurring theme, with ship captains exerting significant control over the sailors (Skarbek, 2020). This power dynamic has sometimes led to instances of physical abuse and exploitation, highlighting the vulnerability of sailors in such environments.

Historical accounts reveal that sailors, including Indian seafarers, have been subjected to prolonged periods of confinement on ships, with some spending years trapped in their floating workplaces (Lampe, 2010). The isolation and confinement experienced by these sailors can have profound psychological impacts, affecting their mental well-being and behaviour (Chowdhary, 2022). Additionally, the historical presence of Indian sailors in global maritime trade markets underscores their significant contributions to the industry (Johansen, 2018).

The challenges faced by Indian sailors on merchant ships are not limited to historical contexts but also extend to contemporary issues. Factors such as social isolation, limited social participation, and lack of organizational support contribute to the difficulties faced by Indian sailors (Wang et al., 2020). The experiences of Indian sailors trapped on merchant ships highlight the need for improved working conditions, mental health support, and regulatory oversight to safeguard the rights and well-being of seafarers.

The psychological impact of sailors trapped and confined on merchant ships, deprived of pay, food, and water for extended periods, is a critical issue that warrants attention. The confinement and deprivation experienced by these sailors can lead to terrible psychological distress, including anxiety, depression, and post-traumatic stress disorder (Seltzer, 2004). The isolation and harsh conditions onboard can exacerbate existing mental health issues and create new challenges for sailors, affecting their overall well-being and performance. (Jensen & Oldenburg, 2019).

Research has shown that the social and psychological deprivations experienced by sailors are akin to those faced by prisoners and psychiatric patients, highlighting the profound impact of such conditions on individuals (Seltzer, 2004). The lack of autonomy, limited social interaction, and uncertainty about their situation can contribute to feelings of helplessness and de-

spair among trapped sailors. Moreover, the absence of proper nutrition and necessities like food and water can further deteriorate their mental and physical health, leading to a vicious cycle of distress and suffering. (Osterman, 2020).

Studies have also indicated that prolonged isolation and deprivation can result in sleep disturbances and other mental health issues (Dehours et al., 2021). The uncertainty surrounding their situation and the lack of support and resources can intensify the psychological burden on sailors trapped in such dire circumstances. The psychological well-being of sailors is closely linked to their ability to cope with stress, maintain a sense of hope, and access appropriate mental health support. Research on solitary confinement, as highlighted by, underscores the detrimental psychological effects of prolonged isolation on individuals. Studies have shown that the cognitive effects of solitary confinement, such as impaired concentration, memory loss, and disorientation, can significantly impact individuals' mental functioning (Louv & O'Brien, 2007). The psychological toll of confinement in small groups with limited resources is further exacerbated by the lack of external support systems and the inability to seek help or escape from their confined environment. Sailors may not leave an abandoned merchant ship due to contractual obligations, legal uncertainties, or lack of resources. (Carotenuto, et.al 2012).

Over the next ten years, the percentage share of Indian seafarers is expected to increase to about twenty per cent from the present nine. (Economic Times, 2023).

3. Case Study.

The MV Azraqmoiah, a merchant ship with a troubling history of Indian crew members, has garnered significant attention in recent years due to its recurrent involvement in distressing incidents. The plight of the trapped Indian crew onboard this vessel paints a grim picture of the challenges faced by seafarers in the maritime industry.

In reviewing the MV Azraqmoiah, it becomes evident that the ship's recurring entanglements with issues such as unpaid wages, contractual disputes, and abandonment have created a distressing pattern.

The MV Azraqmoiah, owned by a consortium of international investors, had a reputation for trapping Indian crew members onboard for extended periods, depriving them of pay, food, and water. In collusion with the ship's owners, the ship's captain enforced a strict and oppressive regime, leaving the crew in despair and desperation.

The Indian crew aboard the MV Azraqmoiah found themselves in a situation akin to a "voluntary prison time," as described by sailors in similar circumstances (Seltzer, 2004). The social and psychological deprivations experienced by the crew mirrored those faced by prisoners and psychiatric patients, highlighting the severe impact of their confinement (Seltzer, 2004). The lack of autonomy, limited social interaction, and uncertainty about their future exacerbated the crew's mental anguish, leading to anxiety, depression, and other psychological distress.

The recurring incidents involving the MV Azraqmoiah underscore the urgent need for systemic reforms within the mar-

itime industry to safeguard the rights and welfare of seafarers, particularly those from vulnerable communities such as Indian crew members. Stricter regulations, enhanced oversight mechanisms, and proactive intervention strategies are imperative to prevent such exploitative practices and ensure the dignity and well-being of all seafarers.

When last reported, the crew of the AZRAQMOIAH (IMO Number 9619763) has now happily been repatriated, and the master has been reunited with his daughter and family.

The ship AMAN (IMO 9215517), a bulk carrier flagged in Panama and operated by a Greek shipping company, became the centre of a high-profile case of abandonment in international waters. This case study examines the events leading up to AMAN's abandonment, its crew's challenges, and the subsequent legal and humanitarian responses.

The AMAN was a 58,000-ton bulk carrier primarily transporting dry bulk cargo, including iron ore and coal, across international maritime routes. The ship's multinational crew comprised seafarers from various countries, including India, the Philippines, and Ukraine.

In early 2020, AMAN encountered financial difficulties due to the bankruptcy of its owning company. As a result, the ship's operations were severely impacted, with reports of unpaid wages, lack of provisions, and deteriorating living conditions onboard. The crew members, already facing precarious circumstances, found themselves stranded at sea without adequate support or means of repatriation.

Faced with dire circumstances and mounting debts, the crew of the AMAN made the difficult decision to declare the ship abandoned and seek assistance from maritime authorities and international organizations. The distress call from the AMAN alerted nearby vessels and prompted a coordinated response from search and rescue teams and maritime agencies.

The abandonment of the AMAN triggered a complex legal and humanitarian response involving multiple stakeholders, including flag states and port authorities.

4. Psychological Effects on Humans Trapped in Confined Spaces in Small Groups: A Multi-Disciplinary Approach.

The psychological effects on individuals trapped in confined spaces in small groups with limited access to food, water, and the outside world can have profound short and long-term consequences. Studies highlight the impact of isolation and confinement on individuals' psycho-physiological states, particularly in environments devoid of the variety and stimulation found on Earth (Jiang et al., 2022). The deprivation of social connections and external stimuli can lead to increased negative emotions, anxiety, and a sense of loneliness among individuals in such settings. (Peldszus, et al., 2014).

In the short term, individuals trapped in confined spaces may experience heightened levels of stress, anxiety, and feelings of helplessness due to the lack of control over their environment and limited social interaction. The absence of natural light, fresh air, and the monotony of the surroundings can exacerbate feelings of isolation and despair. Deprivation of basic

needs such as food and water can further intensify psychological distress, leading to mood disturbances and cognitive impairments. Samuel, J. (2022).

Over the long term, the psychological effects of prolonged confinement can manifest in more severe mental health issues, including depression, post-traumatic stress disorder (PTSD), and chronic anxiety. The loss of social connections, limited exposure to nature, and restricted access to the outside world can erode individuals' sense of identity, purpose, and well-being. The monotony and lack of stimulation in confined spaces can contribute to emotional numbness and detachment from reality. Over time, the long-term effects of confinement in such conditions can manifest in various ways. Individuals may develop symptoms of depression, post-traumatic stress disorder (PTSD), and other mental health disorders as a result of prolonged isolation and deprivation. The absence of social interaction and external stimuli can lead to loneliness, hopelessness, and detachment from reality, impacting their overall well-being (Panyukov et al., 2019). Research has also explored the psychological impact of urban environments on individuals' well-being, mainly when living in isolation in cramped environments, emphasizing the stress-inducing factors in such spaces. Understanding the subjective assessment of architectural spaces and the adaptability resources of individuals is crucial in promoting psychological well-being in everyday life. (Carter, 2005).

In situations of confinement, such as those experienced in extreme environments like Antarctica, individuals undergo a range of emotional states that can vary from beneficial to detrimental (Santiago, 2018). The isolation, confinement, and extreme environmental conditions in such settings create a unique psychological landscape that necessitates a multidimensional understanding of adaptation.

Short-term effects of confinement in small groups with limited resources can include heightened anxiety, stress, and feelings of claustrophobia. The lack of external stimuli and restricted movement can lead to feelings of helplessness and frustration among individuals. Moreover, food and water scarcity can exacerbate feelings of uncertainty and fear, impacting mood and cognitive functioning in the short term.

In the long term, prolonged confinement in small groups can result in more severe psychological consequences. Individuals may experience depression, post-traumatic stress disorder (PTSD), and other mental health disorders as a result of extended isolation and limited social interaction. The absence of natural light cycles and exposure to extreme environmental conditions can further disrupt circadian rhythms and exacerbate psychological distress. (Chiappe, D., Vu, K. L., Rorie, C., & Morgan, C. 2012).

Studies conducted in space analogues like Antarctica have highlighted the importance of considering factors such as seasonality, psychological traits, isolation conditions, and social interactions in understanding psychological adaptation to extreme environments (Santiago, 2018). Military personnel and scientific researchers, who often find themselves in small groups for unique expeditions, are particularly vulnerable to the psychological effects of confinement and limited access to resources. Research in psychology and related fields has shown that pro-

longed isolation and confinement can have detrimental effects on a humans' mental health and overall well-being. Studies conducted in various settings, such as space missions, submarines, and prisons, have highlighted the psychological challenges faced by individuals in confined spaces. The lack of access to natural light, fresh air, and social support can exacerbate the psychological strain experienced by individuals in such environments.

Research suggests that interventions such as multicolour lighting, as explored, can play a role in mitigating the psychological impact of isolation and confinement. By introducing elements that stimulate the senses and create a more dynamic environment, individuals may experience reduced negative emotions, increased sense of surprise, and improved psychological well-being. Such interventions can help counteract the monotony and loneliness associated with confined spaces, offering a potential avenue for enhancing mental health in isolated environments. Moreover, the continued lack of exposure to natural light and fresh air can disrupt individuals' circadian rhythms, further exacerbating psychological distress and affecting their cognitive functioning. (Mellbye & Carter 2017)

Research on altered states of consciousness, such as the overview effect experienced by astronauts in space flight Yaden et al. (2016), suggests that individuals in isolated, confined, extreme (ICE) environments may undergo profound psychological transformations. The awe and self-transcendent experiences reported by astronauts offer insights into the potential for personal growth, resilience, and enhanced well-being in challenging circumstances. Understanding these altered states of consciousness can provide valuable perspectives on coping mechanisms, mental health support, and interventions to mitigate the detrimental effects of confinement in small groups with limited resources. (Saitzyk & Vorm 2016)

5. Role of the ITF & Maritime Law.

The International Transport Workers' Federation (ITF) has advocated for sailors' rights and good health, particularly those trapped on ships. The ITF has highlighted issues such as discrimination based on nationality within the shipping sector, where shipowners often prioritize cost-cutting by hiring crews from low- and middle-income countries to achieve competitive rates (McVeigh et al., 2019). This discriminatory practice not only affects the livelihoods of seafarers but also poses risks to their safety and working conditions.

Moreover, the ITF has been instrumental in addressing challenges faced by seafarers during emergencies like the COVID-19 pandemic. The organization has raised concerns about seafarers being abandoned onboard ships due to travel restrictions and safety concerns, emphasizing the need for immediate action to ensure the safety and well-being of these individuals (Flint et al., 2009).

Additionally, the ITF has been actively engaged in global collective bargaining efforts, negotiating over pay scales for seafarers on Flag of Convenience (FOC) ships in collaboration with the International Maritime Employers' Committee (IMEC) (Lillie, 2004). By participating in such negotiations, the ITF

aims to ensure fair wages and working conditions for seafarers, enhancing their overall quality of life and job satisfaction.

Every year, the ITF and its affiliates deal with several cases of 'abandonment', where a shipowner 'abandons' their responsibilities for the ship and its crew. Worldwide, 4,866 seafarers on 336 vessels have been abandoned on board ships since 2004, according to a database by the International Maritime Organization and the International Labour Organization. (ILO, 2019).

The Maritime Labour Convention, 2006 (MLC) states that abandonment occurs when a shipowner;

1. Fails to cover the cost of the seafarer's repatriation or,
2. Has left the seafarer without the necessary maintenance and support or,
3. Has otherwise unilaterally severed their ties with the seafarer, including failure to pay contractual wages for at least two months,
4. When this happens, the ITF Seafarers' Support team and our team of Inspectors will try their best to repatriate the crew and recover any outstanding wages.

Due to a combination of myriad factors, the international community has faced challenges in protecting sailors trapped on abandoned ships in foreign ports. One key issue is the need for shipowners to fulfil their responsibilities, leaving seafarers stranded onboard vessels. The case of Mohammed Aisha, where the ship MV Aman was detained in an Egyptian port, exemplifies such failures, resulting in seafarers like Mohammed Aisha being trapped due to the negligence of shipowners (Ghaida & Ezra, 2022).

Moreover, the COVID-19 pandemic has exacerbated the situation, with restrictions on travel and port access further complicating efforts to ensure the safety and well-being of seafarers. The impact of COVID-19 on the freedom of merchant ships to access foreign ports has created additional challenges, as coastal states may impose restrictions that hinder ships' movement and seafarers' ability to disembark (Gutsuliak, 2021).

The lack of practical international cooperation and collaboration has also contributed to the failure to protect sailors in such circumstances. While international law and institutions provide a framework for cooperation in safeguarding the marine environment and ensuring maritime safety, gaps in implementation and enforcement have hindered efforts to address the plight of seafarers trapped on abandoned ships (Wang et al., 2023).

Overall, a combination of factors, including negligence by shipowners, the challenges posed by the COVID-19 pandemic, and shortcomings in international cooperation, has led to the international community's failure to protect sailors trapped on abandoned ships in foreign ports.

Maritime law, specifically the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW) and various national laws, addresses the obligations and rights of sailors on merchant ships.

According to maritime law:

- Abandonment: Sailors can abandon a ship if it becomes unseaworthy or threatens their safety and well-being. This

may occur due to unpaid wages, lack of provisions, or unsafe working conditions.

- Legal Obligations: Sailors are bound by their contracts and legal obligations to their employers. However, if a shipowner fails to fulfil their contractual obligations, such as paying wages or providing necessary provisions, sailors may have the right to abandon the ship under certain circumstances.
- Rescue and Assistance: Maritime law mandates that other vessels in the vicinity assist a ship in distress and its crew, including rescuing sailors who have abandoned their ship.
- Port State Control: If a ship is abandoned or its crew members are in distress, port authorities and flag states have responsibilities under maritime law to ensure the crew's safety and welfare and investigate the circumstances leading to the abandonment.
- Repatriation: Shipowners are generally responsible for repatriating crew members who are abandoned or left stranded in a foreign port without the means to return home. Failure to repatriate crew members can lead to legal consequences for the shipowner.

Overall, maritime law protects sailors' rights and safety while ensuring merchant ships' proper operation and management. It provides mechanisms for addressing situations where sailors are forced to abandon a ship due to unsafe or untenable conditions and outlines the responsibilities of shipowners, flag states, and port authorities.

Conclusions.

Historically, shipping companies were required to track down and prosecute deserters from merchant ships. In the mid-1920s, there was an extension of maritime laws specifically targeting British Indian "deserters," with P&O being one of the companies that actively pursued and prosecuted deserters. This was particularly important for companies like P&O, whose trade routes, predominantly with Asia, relied heavily on the low-waged "Lascar Articed" labour force. Wemyss (2023). Unfortunately, a sailor to desert a merchant ship requires great courage and an understanding of the consequences.

Some measures that would probably mitigate the problems that face many seafarers, particularly from developing nations, are:

1. A greater understanding of maritime law.
2. Speedy punitive action against errant ship owners, ship managers and captains who do not take care of the welfare of the seafarer.
3. More excellent nation-to-nation contact at the government level when a ship and her crew are abandoned.
4. Greater agility in disposing of cases of ships being abandoned and settlement of wages and repatriation.

In conclusion, the psychological impact of sailors trapped and confined on merchant ships, deprived of essential resources, is a pressing concern that requires urgent attention. Addressing the mental health needs of these sailors, ensuring access to psychological support services, and improving working conditions onboard are crucial steps in safeguarding the well-being of seafarers facing such challenging situations. Also, the psychological effects of confinement in small groups with limited access to essential resources and the outside world are significant and multifaceted. Understanding such conditions' short- and long-term consequences is crucial for developing strategies to support individuals' mental health in isolated and confined environments under challenging circumstances. (Lefkowitz, 2020)

The most distressing aspect of these incidents is the human cost involved. Indian sailors, often lured by promises of lucrative contracts and stable employment, are trapped in a cycle of uncertainty and despair. Reports of unpaid wages, inadequate provisions, and living conditions unfit for human habitation underscore the dire circumstances faced by these seafarers.

Furthermore, the lack of timely intervention and assistance from relevant authorities exacerbates the situation, leaving the trapped crew members to fend for themselves in a foreign land with limited resources and support. Despite efforts from advocacy groups and diplomatic channels, the resolution of these cases often languishes in bureaucratic hurdles and legal complexities, prolonging the ordeal of the trapped sailors.

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Appendix.

Appendix I - Table 1.

Appendix II - Figure 1.

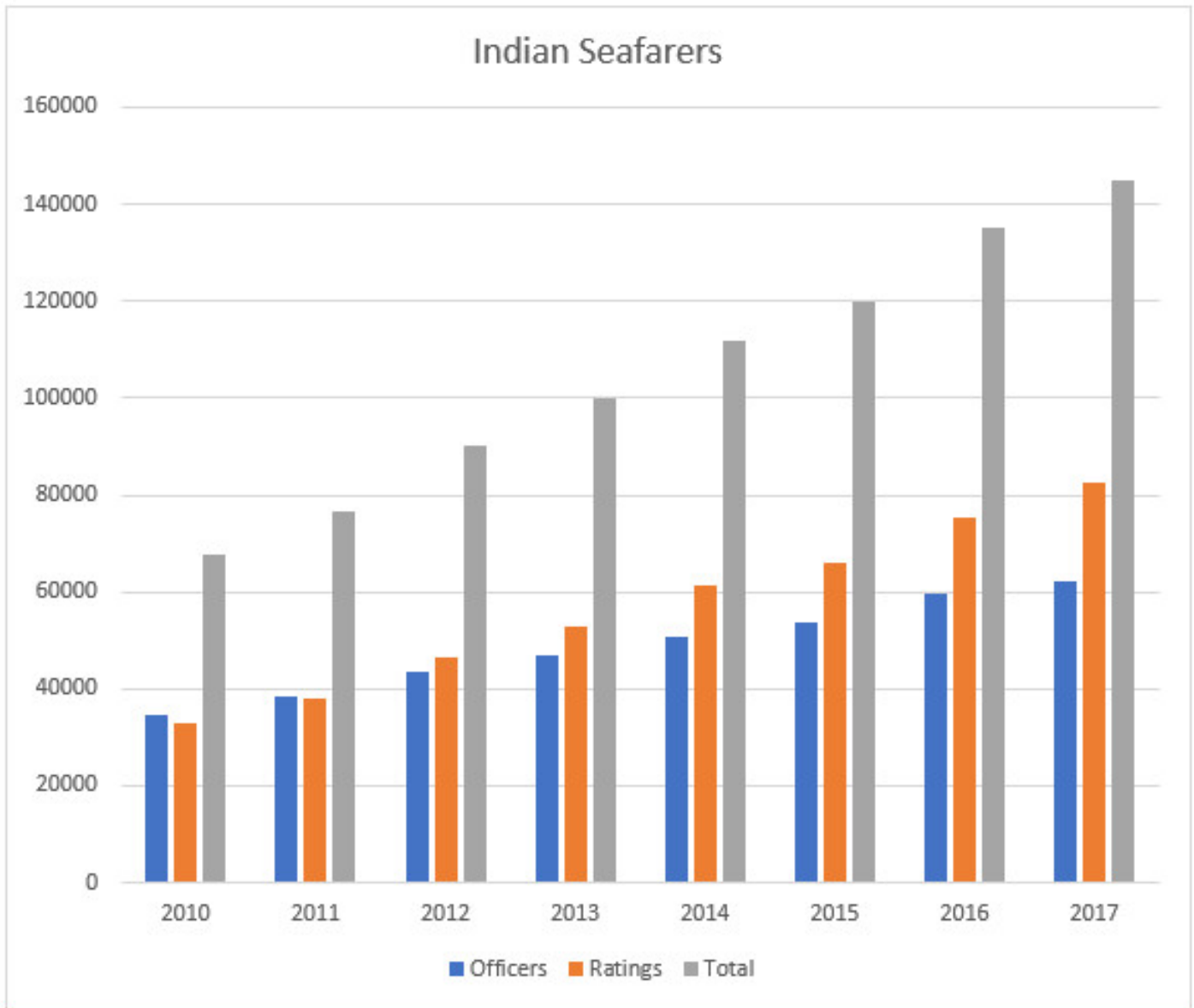
Appendix III - Table 2.

Table 1: Issues that a sailor faces.

Category	Issues
Employment Conditions	Unpaid wages
	Delayed payment of wages
	Contractual disputes
	Violation of employment contracts
Living Conditions	Inadequate provisions (food, water, medical supplies)
	Poor living conditions (cramped quarters, lack of ventilation)
	Lack of access to basic amenities (sanitation facilities, hygiene products)
	Exposure to hazardous materials
Health and Safety	Occupational hazards (accidents, injuries)
	Lack of proper safety equipment and training
	Long working hours, fatigue
	Mental health issues (isolation, stress, anxiety)
Legal Issues	Abandonment (failure of shipowner to repatriate or provide support)
	Flag state jurisdiction and enforcement of maritime laws
	Disputes over jurisdiction and legal recourse
	Human rights violations
Social and Cultural	Isolation from family and loved ones
	Language and cultural barriers
	Discrimination
	Lack of access to communication (limited internet, phone connectivity)
	Difficulty in accessing shore leave
	Mental and emotional strain
Career Development	Limited opportunities for advancement
	Lack of training and skill development opportunities
	Uncertain job security
	Impact of automation and technological advancements on job prospects
Environmental	Pollution and environmental degradation
	Compliance with environmental regulations and sustainability practices
	Conservation of marine ecosystems
	Impact of shipping on climate change

Source: Authors Compilation.

Figure 1: Growth of Indian Seafarers 2010 to 2017. The graph shows the steep rise in seafarers as part of the global seafaring community. Unless adequate steps are taken, the status of Indian sailors in jeopardy will also rise



Source: Director General of Shipping, Govt. of India.

Table 2: Sample of ships abandoned with Indian sailors Source: International Labour Organization (ILO): Retrieved April 2024.

#	Ship	Indian Crew	Abandonment Date	Status Circumstances
1	IMO9548770 Ambar	10	October 1 2022	Disputed Ten seafarers are unpaid for three months (August to October) and want to be repatriated.
2	IMO9810575 ASB Darya	08	January 2022	Disputed Unpaid Wages
3	IMO7724019 Abo Alyssa	05	March 26 2019	Disputed Crew have complained that they have not been paid for up to six months. Italian PSC has banned the vessel from EU ports and is currently at anchorage while issues are being resolved.
4	IMO9563081 Adway	08	December 31 2023	Disputed Crew have complained that they have not been paid for up to six months. Italian PSC has banned the vessel from EU ports and is currently at anchorage while issues are being resolved.
5	IMO8906846 Aizdihar	10	February 28 2020	Disputed Many crew members have expired contracts and up to 6 months beyond expiry. Some crews have been paid and repatriated, but around 18 remain. They are experiencing a lack of provisions. The flag has been recently changed from ST. Kitts.
6	IMO9215517 Aman	03	November 16 2017	Disputed The vessel was detained by port state control in Aladabyah port due to expired safety equipment and class certificates and has been laid at anchor in Suez since June 13 2017. Unpaid wages, inadequate provisions, inhuman conditions, expired contracts. The owner told the crew he had no money to pay them or pay for relievers. Indian crew paid service charges to be employed. Indian agent untraceable, owner not responding. The previous crew also has yet to be paid—the vessel was arrested by three creditors.
7	IMO9413482 Beas Dolphin	17	January 31 2019 (Notified)	Disputed The Mumbai-based offshore company has not paid wages to the crew for at least 6-7 months now. One of the Indian Masters who signed off from the ship in July 2018 has also not been paid by the company for his services for 2+ months. The matter has been brought to the notice of DG Shipping India, amongst others.
8	IMO8214968 Eolika	2	April 4 2022	Disputed The crew has been unpaid for four months and is running low on food and drinking water; the vessel is detained by the local Authorities (Customs) since January 18 2022
9	IMO7902922 Grand I	3	January 4 2019 (Notified)	Disputed Mt Grand 1 was abandoned and arrested by the Nigerian High Court on 27/02/2017 following a petition by debtors, and the crew had not been paid. The living and working conditions on the ship are appalling. Chetanveer Singh has not been paid for 23 months; the other two seafarers have not been paid for 14 months. The rest of the crew left when their wages stopped being paid. None of the three seafarers are members of a trade union, but they managed to find a "pro bono" lawyer who would take their case for unpaid wages. They survived because they were given food by the Nigerian security people who were guarding the vessel. They cannot afford to go home without their salaries. It is expected that the court case will be sorted out in the next three months, but in the meantime, the seafarers are in dire need of food, clean drinking water, toiletries, kerosene and other basic needs.

Source: Authors Compilation.