

MCQ Question · mcqquestion.com

India’s Maritime Vigil and Seafarer Safety in West Asia

Free · Share

India’s Maritime Vigil and Seafarer Safety in West Asia

Practice: 6 MCQs
When a ship is attacked far from home, who protects the crew?

This lesson covers **India’s place among seafarer suppliers**, **the 14 July 2026 attack** and **the Seafarer-First response**.

It also covers **the eNavik portal**, **the DGS circulars**, **the fall in sea traffic** and **seafarer welfare**.

- **Supply:** India is second after the Philippines, with about 312,000 seafarers.
- **Attack:** two ships hit in Hormuz on 14 July 2026, with 30 Indians aboard.
- **Response:** Seafarer-First, with liaison officers and a vessel dashboard.
- **Tools:** the eNavik portal, a 24-hour Control Room and DGS circulars.
- **Result:** 4,150 seafarers repatriated by 19 August 2026.

Contents

1. Seafarers and India’s share
2. Attack and Seafarer-First
3. The eNavik portal
4. Circulars
5. Sea traffic
6. Cooperation and welfare
7. 7 understanding checks
8. Related Articles

9. 6 practice MCQs

1. What is a seafarer, and how big is India’s share?

A seafarer is a person who works on a ship at sea. Captains, engineers, deckhands and cooks are all seafarers.

1.1 How many seafarers does the world have?

The world has about **2.566 million** seafarers in 2026. Of these, **1.049 million** are officers and **1.517 million** are ratings.

1.2 Where does India stand?

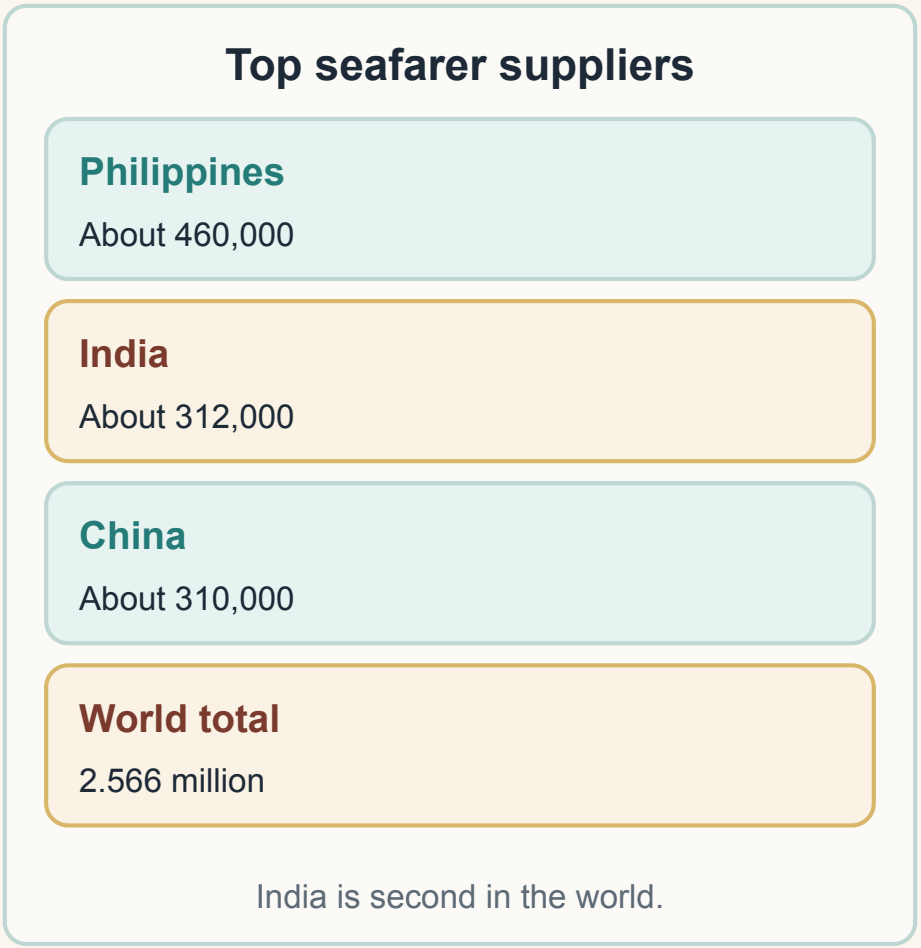
A rating is a crew member who is not an officer, such as a deckhand. Ratings are 59% of global supply.

1.3 Which countries supply the most?

The Philippines leads with about **460,000** seafarers. India comes second with about **312,000**, and China is close behind with about **310,000**.

1.4 Who looks after these workers in India?

The Directorate General of Shipping (DGS) regulates Indian seafarers. It works under the Ministry of Ports, Shipping and Waterways (MoPSW).



The supply. Original explanatory diagram.

Sources:

- National Shipping Board presentation, 25 August 2026
- PIB: Seafarer-First response, 14 July 2026

True or false: India is the world's largest supplier of seafarers.

2. What happened on 14 July 2026, and what is Seafarer-First?

Two merchant ships were attacked in the Strait of Hormuz. They were **MT Al Bahiyah** and **MT Mombasa**.

2.1 Were Indians on board?

The two ships carried **30 Indian seafarers** among a combined crew of **46**.

2.2 How badly were they hurt?

One Indian seafarer died on MT Al Bahiyah, and another was injured. On MT Mombasa, **nine** Indians were injured, two of them seriously.

2.3 How did the Government respond?

Union Minister Sarbananda Sonowal launched a **Seafarer-First** response that same day. He chaired an inter-ministerial review meeting.

2.4 Who joined the response?

The meeting brought in the External Affairs and Petroleum ministries, the Indian Navy and the DGS. Indian Missions in Iran and Oman also took part.

2.5 What did the Minister order?

The Minister ordered **vessel-by-vessel monitoring** and round-the-clock coordination across Gulf waters.

2.6 Who helps the families?

A **liaison officer** is named for every affected Indian seafarer. The officer is the single point of contact for the family.

2.7 What does the officer arrange?

The officer coordinates medical updates, travel papers, repatriation and unpaid wages. Support from the Seafarers Welfare Fund also comes through this officer.

2.8 How are the seafarers counted?

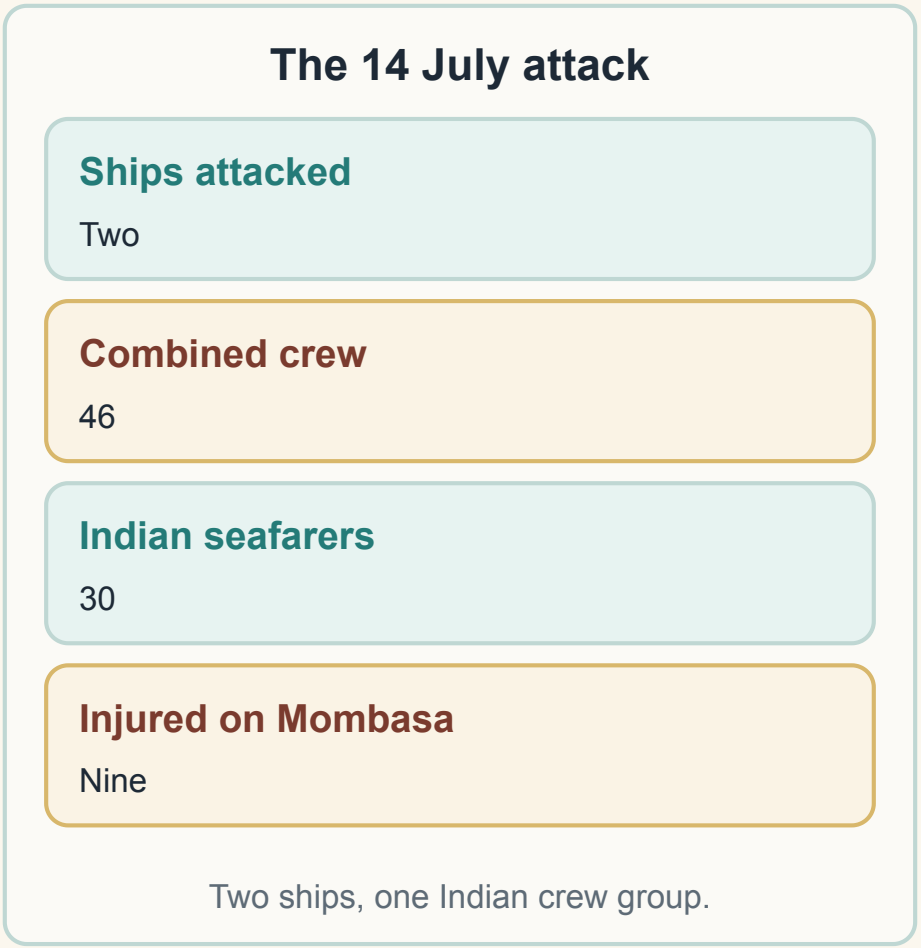
The DGS had to build a **vessel-by-vessel dashboard**. It covers the Persian Gulf, the Strait of Hormuz and the Gulf of Oman.

2.9 What does the dashboard show?

It shows each vessel's position, ownership, cargo, crew strength and threat level. It also shows the intended voyage and the next port of call.

2.10 Does the ship's flag matter?

Every Indian seafarer must be counted, **whatever the vessel's flag**. A flag is the country where the ship is registered.



The attack. Original explanatory diagram.

Sources:

- PIB: Seafarer-First response, 14 July 2026 (section 2)

True or false: The two ships attacked on 14 July 2026 carried 30 Indian seafarers.

True or false: A liaison officer is named only for seafarers who died.

Think it through: why name one liaison officer for each family?

A grieving family may deal with many offices at once. One officer gives them a single person to call. That saves time when news and money matter most.

3. What is the eNavik portal?

The **eNavik portal** became operational on **1 July 2026**. It is a digital platform for seafarer safety.

3.1 What can it do?

It has 24×7 modules for marine casualty reporting, crisis management and seafarer grievances. Reports go to the right authorities automatically.

3.2 How is the sea watched round the clock?

A 24-hour Control Room works with the DG Communication Centre. A Situation Report is issued **every 24 hours**.

3.3 Is there a helpline?

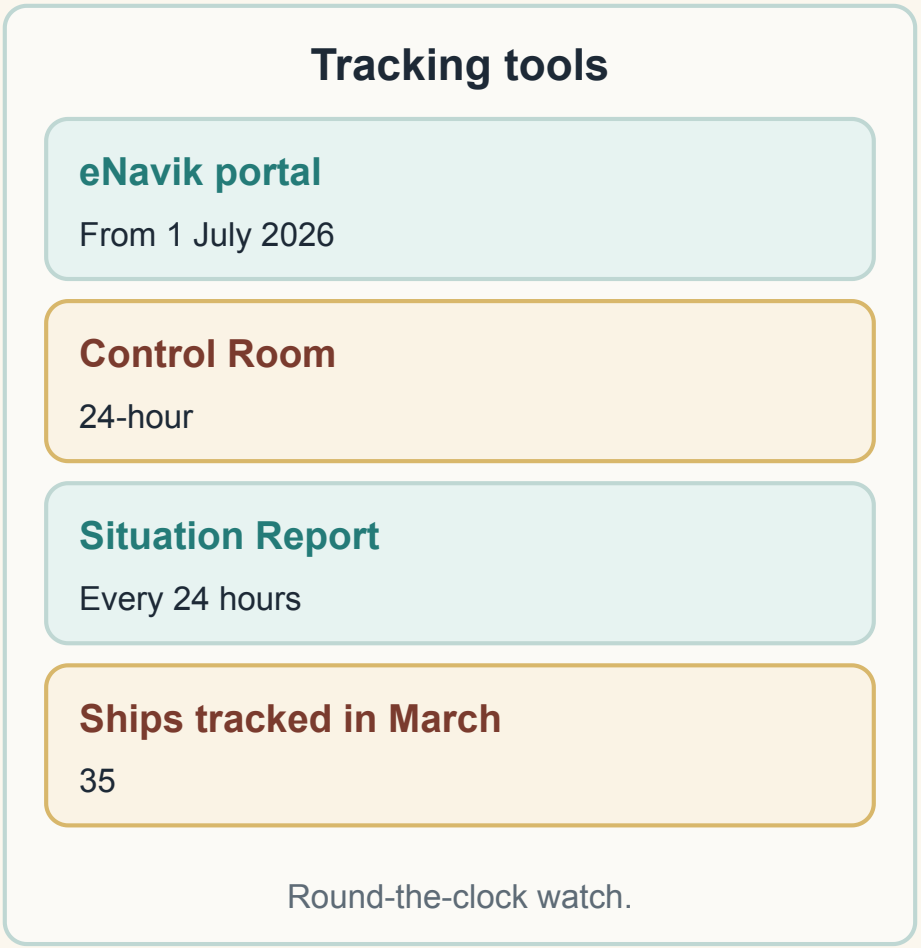
A 24-hour helpline was set up at the DGS in March 2026. It helps seafarers and coordinates with the shipping industry.

3.4 How are Indian ships tracked?

All **35** Indian-flagged ships in the Persian Gulf region were tracked hourly in March 2026. Of these, 24 were west of the Strait of Hormuz and 11 were east of it.

3.5 What do ships have to report?

Ships passing the Gulf region fill an online Ship Reporting Form. The Company Security Officer must also send the full crew list.



The tools. Original explanatory diagram.

Sources:

- PIB: Seafarer-First initiative, 4 August 2026
- PIB: Monitoring and preparedness, 6 March 2026

True or false: The eNavik portal became operational on 1 July 2026.

4. Which circulars guide seafarers and ship owners?

A **circular** is an official notice from a government office. The DGS issued several in 2026.

4.1 Which ones matter most?

Circular 08 of 2026 (28 February) asked for ship-shore security drills. It also asked for a risk assessment for each voyage.

4.2 What about June?

Circular 31 of 2026 (13 June) told companies to limit deployment to conflict areas. Emergency crew changes with consent were the exception.

4.3 Did the limit last?

Circular 33 of 2026 (26 June) removed that limit as the situation improved. Circular 36 of 2026 (15 July) then advised avoiding Hormuz voyages again.

4.4 What is the latest rule?

DGMA Circular 47 of 2026 (5 August) replaced Circular 36. Owners must keep the DG Communication Centre informed of each Hormuz transit.

4.5 Can a seafarer refuse?

They must also get **consent** from each Indian seafarer for such voyages. Vessels must follow the ISPS Code, the international ship security code.

Sources:

- PIB: Seafarer-First initiative, 4 August 2026 (section 4)

- DGMA Circular 47 of 2026

True or false: DGMA Circular 47 lets owners send seafarers through Hormuz without their consent.

Think it through: why does the Government ask for each seafarer's consent?

A Hormuz voyage carries real danger. The seafarer should know the risk before sailing. Consent keeps the choice with the person who bears it.

5. What did the crisis do to sea traffic?

By August 2026, the Strait of Hormuz carried only **8 transits a day**. The old baseline was **138 a day**.

5.1 How big is the fall?

That is a **94.2%** drop, and only 5.8% of the old capacity remains.

5.2 What about the Red Sea route?

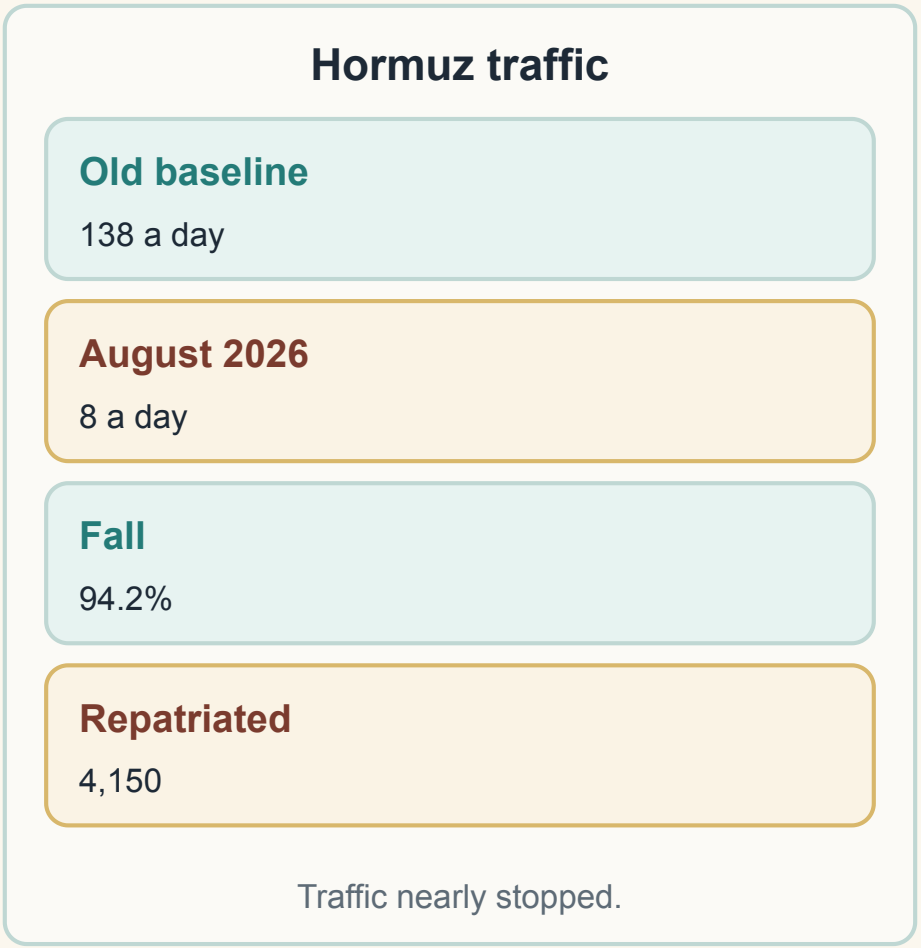
At Bab el-Mandeb, traffic fell from about **76 a day** in mid-July to about **34 a day** in early August.

5.3 Is there another danger?

The Gulf of Aden saw **six** piracy incidents since April. Piracy means robbery at sea.

5.4 What help did seafarers get?

By 19 August, **4,150** stranded Indian seafarers had been repatriated. The control room monitored **17,309** calls and handled **44,294** emails.



The numbers. Original explanatory diagram.

Sources:

- National Shipping Board presentation, 25 August 2026 (section 5)

True or false: Hormuz traffic fell by about 94.2% from its old baseline.

6. How does India work with others, and

what about welfare?

The Gulf plan includes a coordinated evacuation route. The IMO, UKMTO, the MICA Centre and coastal States all take part.

6.1 What do those names mean?

IMO is the International Maritime Organization. UKMTO is the United Kingdom Maritime Trade Operations, which shares sea-security alerts.

6.2 Did India change its laws too?

India has also passed the **Merchant Shipping Act, 2025** and the **Coastal Shipping Act, 2025**. Together they update the country's maritime law.

6.3 How do women fit in?

The share of women among Indian seafarers rose from **0.78%** in 2021 to **2.17%** in 2025. That is growth of nearly 178%.

6.4 What scheme supports them?

The **Sagar Mein Samman** initiative backs women seafarers. It gives **Rs 1 lakh** through the Maritime Training Trust to women cadets and ratings.

6.5 What other welfare exists?

The Seafarer Welfare Fund Society runs **12 schemes**. They help serving and retired seafarers, women, bereaved families and children.

6.6 Where does this leave India?

India relies on seafarers for its trade and for global shipping. Protecting them is now a daily task of governance.

Sources:

- PIB: Seafarer-First initiative, 4 August 2026 (section 6)

- National Shipping Board presentation, 25 August 2026 (section 6)
- PIB: Seafarer-First response, 14 July 2026 (section 6)

True or false: The share of women among Indian seafarers fell between 2021 and 2025.

Your understanding checks

Your 7 quick checks Answered 0 of 7 · Correct 0
This score resets when the page reloads.

Practice: 6 MCQs

Practice MCQs

1. India is the world's second-largest supplier of seafarers.

Which country is first?

A. Russia

B. China

C. Philippines

D. Indonesia

See answer ↓

2. How many Indian seafarers were aboard the two ships attacked in the Strait of Hormuz on 14 July 2026?

A. 46

B. 9

C. 30

D. 4,150

See answer ↓

3. Which digital portal began operating on 1 July 2026 for casualty reporting and seafarer grievances?

A. Sagar Setu

B. e-Pariksha

C. eNavik

D. e-Samudra

See answer ↓

4. What does DGMA Circular 47 of 2026 require before an Indian seafarer sails through the Strait of Hormuz?

A. A court order

B. A Rs 1 crore insurance cover

C. A Navy escort

D. The seafarer's consent

See answer ↓

5. By about what percentage did daily Strait of Hormuz transits fall from the old baseline of 138 a day?

A. 76%

B. 94.2%

C. 50%

D. 5.8%

See answer ↓

6. How many schemes does the Seafarer Welfare Fund Society run for seafarers and their families?

A. 8

B. 12

C. 20

D. 5

See answer ↓

Answer Key

1. **C.** The answer is **Philippines**. The Philippines has about 460,000 seafarers and India about 312,000. Why the others fail: China is third, close behind India. Memory hook: the Philippines leads, India follows. ↑ Q1
2. **C.** The answer is **30**. The two ships had a combined crew of 46. Why the others fail: 46 is the whole crew, 9 is the injured on MT Mombasa and 4,150 is the repatriated count. Memory hook: 30 of 46. ↑ Q2
3. **C.** The answer is **eNavik**. It has 24x7 modules for casualty reporting, crisis management and grievances. Why the others fail: e-Samudra and e-Pariksha serve other maritime tasks. Memory hook: eNavik is for navigators. ↑ Q3
4. **D.** The answer is **The seafarer's consent**. Owners must also keep the DG Communication Centre informed of the transit. Why the others fail: the circular names neither an escort, an order nor an insurance sum. Memory hook: consent and notice. ↑ Q4
5. **B.** The answer is **94.2%**. Traffic fell to 8 a day. Why the others fail: 5.8% is the share that remains, not the fall. Memory hook: 94 gone, 6 left. ↑ Q5
6. **B.** The answer is **12**. They cover serving and retired seafarers, women, bereaved families and children. Why the others fail: no other count appears in the presentation. Memory hook: a dozen schemes. ↑ Q6

Curated by Arsalan Zuberi · mcqquestion.com

Scan to read online

https://mcqquestion.com/articles/indgov0041-indias-maritime-vigil-and-seafarer-safety-in-west-asia/