

## A stevedore is still missing almost a month after the accident of the "slave" ship in the port of Castellón

- The crew of the 'Nazmiye Ana', of the Panamanian flag, denounced the breach of maritime labor regulations through "debts, intimidation, harassment and slave-holding conditions in recruitment"
- The crew members of the capsized ship in Castelló denounce slavery conditions and harassment



Placard of the Castellón stevedores demanding that the rescue work of the missing worker be expedited.

**Lucas Marco** June 25, 2021 10:19 p.m.

Almost a month has passed since the Panamanian-flagged ship *Nazmiye Ana*, owned by the Turkish shipping company Sinop Shipping Corp, capsized on the Centennial dock of the Port of Castellón when it was loading merchandise. The accident caused **the death of a 22-year-old Indian crew**

**member, whose body was located** , and two stevedores were injured of varying degrees. A third stevedore, 36, remains missing, so his colleagues have mobilized to demand that rescue work be speeded up. "They are too many days and unfortunately the measures adopted until today are not enough", reads the **Facebook account of the Coordinadora de Estibadores de Castellón** .

This week the companies in charge of the removal plan for the ship and its cargo have moved the ship to the dock after freeing it of ballast such as hatch hinges and antennas. The operational complex, supervised at all times by the Organic Unit of the Judicial Police of the Civil Guard, has included divers with thermal lances to cut the obstacles that prevented the boat from moving and an acceleration sensor to monitor the movement of the ship and guarantee the safety of underwater equipment, as reported by the Castellón Port Authority.

The crew of the Panamanian-flagged vessel denounced the breach of maritime labor regulations through "debts, intimidation, harassment and slave-holding conditions in recruitment." The crew includes five sailors of Turkish nationality, one Egyptian and two of Indian nationality. According to Juan Ramón García, an inspector of the International Federation of Transport Workers-UGT who was in contact with the survivors, the Turkish shipping company has "repeatedly" harassed them so that they do not claim their rights or receive advice.

The sailors manifested "the slave conditions of their recruitment, having been forced to pay 5,000 dollars to the recruitment agencies in India to obtain boarding, which violates, among others, the rights of free access to the profession contained in the Convention on the Maritime work ", assured García. The Panamanian-flagged ship is "the paradigm of leonine working conditions" allowed by the "flags of convenience" system, **the inspector told Efe news agency** .

## **Rescue plan**

The *Nazmiye Ana* is surrounded by an anti-pollution barrier and, after the ship has moved some 150 meters, the Special Group of Underwater Activities of the Civil Guard works inspecting the area with the sole objective of locating the body of David, the missing stevedore.

The ship's removal plan involves hoisting it to the dock, where it will be scrapped. For this, the port infrastructure will have cargo distributors and lifting points, as well as two 600-ton lattice cranes and a 500-ton telescopic crane.

The Civil Guard has incorporated two dogs from the Central Cynological Unit who are specialists in all kinds of rescues in aquatic environments and capable of detecting human remains up to 50 meters deep. The incorporation of the dogs allows the personnel of the Special Groups of Underwater Activities (GEAS) of the armed institute to reduce the immersion time and the dimensions of the search.

The overturning of the merchant ship *Nazmiye Ana* occurred on May 28. The following day the divers of the GAES of the Civil Guard located the lifeless body of a crew member. One of the workers injured when the ship capsized, who had to be admitted to the hospital for post-traumatic shock, rejected in a message sent to his colleagues, **reported by this newspaper** , that there had been any error in stowage planning, which would leave as a possible cause the miscalculation of the ballasts that act as a counterweight during loading and unloading. The Court of Instruction number 3 of Castellón **maintains a cause open to investigate the incident** .