

From the Editor's Desk

The bureaucrats in the National Maritime Administration, needs to be properly backed up with better qualified dedicated marine professionals, keeping to the times, as there is ample scope to bring about a sea-change to the happenings out at sea, the poor administration reflects over its limitation, causing inability for UPSC to pick up the best qualified, dedicated marine professionals into Shipping. Supremacy needs to be exhibited by one's action and attitude and not by harassing those who call at them. I recall Electrical officers (Non-I.N.) who takes the help of the (ratings) crew, for writing even a simple leave application, are still floating officers, without the need of a competency certificate of the Directorate, no hassles with MMD, but enjoys status of a full fledged officer onboard. While these days, it is deemed necessary for a seaman to obtain a Certificate of Competency as a Rating, forming a part of the Navigational Watch. The new breed of seamen (qualified) after adequate years of sea experience, on appearing for Orals are failed, come out from MMD grumbling, saying 'failed' on account of the Surveyor's mood was bad. **Its unfair.**

They need to know, what is expected of them, rather than face uncertainties. Could the learned Surveyor, brief the prospective seamen on their filing papers for the orals, towards transparency. The outstation members, calling in MMD for orals, incurring boarding and lodging being away from family, as out at sea. **Calls for attitudinal changes.**

Its wrong for the shore-based mariners to compare their past earnings nor with the active seafarers wages at sea (occupational hazards at sea, living with all constraints of limited resources more particularly away from their close and near dear ones) while its out of greed they compare, after securing a place in the nation's shore-based salary of the government /private department and find ways to earn more money, giving room for corruption. The need for a **Maritime Watchdog** for Operational Audit in Shipping, more particularly to crack-down the middlemen's role, supporting and strengthening corruption. This area is very less studied to eliminate loopholes and produce better results. Only then significant results of global standards will emerge. Our **Merchant fleet** needs to be manned only by those who are physically and mentally strong. This is a place for the tough guys to meet the hard life, out in the deep rough seas and not a place for sympathetic consideration of the handicapped or for the minority community for reservations. **Emergency response decisions** out at sea in particular, with all limitations and constraints, calls for "pragmatic and quick decisions" to put life back on the rails. Alertness, activeness and smartness with timely presence of mind to achieve, answers the internal security onboard from piracy and external threats. Owing to increased mandatory courses for study and the preparatory courses for promotional examinations, made seafarers busy ashore while on their hard earned leave, restricting them from being with their family, followed by tremendous work pressure while onboard, due to quick turnaround, reduced manning with increased work-load causing increased fatigue and stress. If one falls sick, the workload has to be shared within this squeezed manning onboard. Restrictions to shore leave and genuine medical needs to see doctor, causes discord amongst the ship-staff onboard. **The Navigating Officers and the Marine Engineers** have a multi-disciplinary role while onboard, equipping themselves with technical, managerial, social and ethical awareness. The supervising senior officers onboard gets sandwiched between the working subordinates and the shore-based management. Imperative to expose this, one can therefore imagine the amount of mental stress caused besides the physical fatigue. The recent murder incident, three miles off Brixham of the 34-year-old Filipino Master (Capt.) onboard on a 250m long crude carrier, 100,000 tonne tanker "Overseas Josef a Camejo" being stabbed to death by a crew member, the instinct of his mind to do that, should cause concern to the shipping industry as a whole. It's a lesson to the Senior Officers onboard of a vessel not to provoke or cause unwanted pressure to subordinates who are under terrible stress, not to hurt their sentiments badly, applying cheap tactics. A realistic study could be made, calling for opinion/suggestions from the active Seafarers working with Indian / Foreign Shipping Companies, Management of Shipping Companies, Senior Marine professionals (sailing and non-sailing), Associated Organisations/Associations/Unions/Social Activists and all those interested etc. Positive Inter-actions will arrive at a consensus, towards pursuit to excellence in Shipping. **Merchant Navy is the nations second line of defence** as well, which should be borne in mind, for maintaining a strong young team with sustenance of a sound mind and a strong body, which primarily answers the internal security onboard from piracy and external threats. The need for the nation's **Regional Coast-Guard**, to have the manning list of ship's crew of the incoming and outgoing vessels from port, for national security. challenges. The subject of internal security onboard the vessels will then be addressed by the really competent personnel with courage, confidence and determination, in achieving the goal more efficiently.

Dr. Chandran Peechulli

"MARINE WAVES"

(International Maritime Newsletter)

INFRASTRUCTURE

"CONTACT US" at

REGISTERED OFFICE

Edited and Published at
H109/8, Mahatma Gandhi Road
7th Avenue, Besant Nagar
Chennai - 600 090, INDIA
+91-44-24467789 / 52018982

HEAD OFFICE

M107/22, Kalakshetra Colony
29th Cross Street, Besant Nagar
Chennai - 600090, INDIA
+91-44-52018982

MUMBAI OFFICE

B - 306, Sunbeam,
Raheja Vihar, Sakinaka,
Chadivali, Andheri (E),
Mumbai - 400 072, India.
+91-98927 25375

E-mail: seafarersman@indiatimes.com

seafarersman@hotmail.com

Website: www.themarinewaves.com

For Advt: Phone Cell: +91-93826 03730

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M107/22 Kalakshetra Colony,
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- Billung to head Golden Ocean management operation
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- BP-TNK plans Balkan pipeline to sidestep shipping bottlenecks
- Brussels to propose 'shock' classification move
- Capesize bonanza to continue on back of iron ore rush
- Changes at top for P&O Nedlloyd and SCT
- China Merchants inks contract at Universal for VLCC
- CMA CGM and CSCL link up for transpacific service
- Crew man dies as panamax bulker leaves Newcastle
- Dryships boosts IPO to 13m shares
- Euronav exercises option on E-3 VLCC
- Evergreen Marine triples net profit
- Exel appoints Pattulo to head EMEA operations
- ExxonMobil results power Ahd. despite falling Prodn.
- Fesco starts Sakhalin-Korea container service
- France upbeat on Germany naval yards merger
- Genmar jumps on dividend bandwagon
- Georgia sells national carrier to Anglo-Australian consortium for \$161m
- Golden Ocean swoops for Jinhui stake
- Hanjin Heavy results hit by soaring steel costs
- Hong Kong's River Terminal stakes claim on International trade
- HPH extends Karachi lease
- Hyundai Heavy Industries hit by steel price rises
- Indonesia eyes merger of port companies
- Jinhui predicts 300% increase in profit for shipping
- Keppel bags Awilco jack-up rig order
- Korean shipbuilding stocks hit historic highs
- Malaysian Merchant Marine draws up Tanker shopping list
- Master of OSG tanker dies from stab-wound
- MISC dismisses bulker sale allegations
- Norddeutsche Vermögen orders Chinese boxship quartet
- Oil exploration growth boosts Keppel 2004 results
- Opec decision boosts VLCC rates
- Orient Overseas 2004 turnover increase could beat 30%
- PCL offloads handymax quartet
- Pertamina doubles February fuel oil imports
- Profits at China's third largest steelmaker grow fivefold
- PT Arpeni makes debut transaction for DVB Islamic fund
- PT PAL bags Italian chemical tanker pair
- Rise in land-based bugs means more clean-ups for cruise lines
- Røkke sets up new liner company
- S&P to downgrade Genmar rating after dividend payment
- SembCorp subsidiary signs \$134m rig contract with Apexindo
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- Singapore appoints Tokyo Gas for LNG feasibility study
- Singapore registry retains top Asian slot
- Singapore unveils new port security team
- South Korea's oldest shipyard dock to close
- South Korean yards to remain ahead of the field
- ST Marine clinches order for boxship duo
- STX Pan Ocean inks product tanker order with yard affiliate
- Sulphuric acid leaks from container at Helsingborg
- TEN sells first of remaining three single skin tankers
- That's the way to do it, Hyundai Mipo tells parent
- ThyssenKrupp denies Corus takeover talk
- Titan and Zhejiang Shengsi Haixin still talking over Yangshan fuel facility
- VT Group adds \$188m to orderbook
- Wallem and Vogemann tie up for dry bulk chartering
- Wartsila and CSIC form engine joint venture
- Wartsila cool on long term engine demand
- World economic output and trade to slow, UN warns
- Breakthrough for ME engines in LNG carrier sector
- BSM and Goltens find success in Asia and Middle East
- Videotel shortlisted for Dubai International Maritime Awards
- UK faces tough fight to retain role as leading insurance centre
- MacGREGOR supplies cargo access systems for Flensburg RoRo ship projects.
- SeaWave releases suite of IT applications for remote fleet management
- NAPA snags HHI contract
- SAM Electronics announces major contract win
- Record year for Filtration and Separation
- IRS issues pollution legislation warning
- Hi-Tec earns 'top trading partner' status from Graco
- Heidenreich Lightering Services receives ISO 9001:2000 certification
- Svitzer enhances tug engineers skills
- Wartsila to establish thruster production plant in China
- Telenor announces Inmarsat A service changes
- ShipServ shortlisted for innovation award
- New TV-FM-AM antenna resistant to AIS interference
- Lloyds Register Asia engaged for major CAP contract
- SES unveils latest version of Smart software
- RINA to take leading role in EU technology platform support
- ME boosts rescue boat range
- Regional approach needs regional expertise- Multiport.
- KR reports successful 2004
- New TV-FM-AM antenna resistant to AIS interference
- MTS announces new appointment
- Gray Page Auth. for Satamatics Ocean Alert system
- NME boosts rescue boat range
- Owners rush for extra fuel protection