

From the Editor's Desk

The more complex the ships are, the more complex the control systems get into, the bigger the risk of systems failure, higher the risk leading to serious accidents, more particularly caused due to seafarers manned with ill-conceived knowledge, from the unregulated shipping arena, being opportunistic, this disinterested lot appearing to make fast money not understanding the basic alarms itself, the least to make them manual. The need for a uniform maritime education in our International Shipping. How could "off the shelf certificates of Panama" or other FOC vessels be compared or equated to that of the certificate of competency (COC) of national flags UK, Australia, India etc. The blame is also on some national maritime administration, in its inability to pick up qualified and experienced lot, to technically advice the bureaucrats, at the helm of affairs. Needs a review, with serious consideration.

Dependability of Shipboard systems can only be established developing an I. S.O. standard of acceptance. The need for a Centralized Data Bank by the world body, with feedbacks be encouraged in this innovated world of computer-age, same be collated, assimilated with timely corrective actions, for optimized utilization, to ensure utmost safety out at sea, towards humanity, in the welfare of the seafarers and protection of the cargo, vessel and the environment. The Indian approach, to the implementation of standards and codes is noteworthy, it follows a systematic process, lacks in the maritime discipline, do have established evidence to prove the same. The standards process consists of the initial recognition, identification and taking on record of standards and codes in relevant areas. Shipping being an international business, one should learn to compete, being knowledgeable, implementing the best, valuing time. Competitiveness is a trait. As such, it can be learned. Learning occurs by reading about it, enacting it, and internalizing it as a value, upgrading in quality benchmark, by learning to think and act adaptively.

We been seeing, shipping companies coming under increasing pressure, to reduce the risk of groundings / collisions to zero, and navigation technology taking steps of leaps and bounds, to reduce the risk. It is needless to mention that ways and means be made to meet the critical needs, which are imperative. Quality for cost-effectiveness may be reasonably compromised, meeting the basic operational and maintenance needs, but to never compromise on safety and health of the seafarers onboard, nor their security and the environment. Risk Management concept for ship's security are defined both for SOLAS chapter II and ISPS Code.

The ISPS Code and the US CSI (Container Security Initiative) and C-TPAT (Customs-Trade Partnership Against Terrorism) measures are cutting cargo crime according to mutual intermodal insurer TT Club. The Club's Andrew Kemp, addressing a recent conference in Asia on the topic of "terminal security - cost or investment", suggested that shippers and port facility operators should appreciate the many benefits of improved supply chain security and contended that the programmers originally conceived as anti-terrorist measures are, in fact helping to tackle an existing crime problem that ports in the past had been able to ignore. He said: "Before 9/11, the price of security, in terms of both financial cost and perhaps a loss of operational efficiency, was justified by the decrease in the potential for theft," said Mr Kemp. "In other words, there was a point - lying somewhere between the theft of a box of paper clips and the theft of a container - where the terminal operator should begin to be concerned. "However after the devastating 2001 attacks in the US, the risk of terrorism and the potential of the maritime transport system as a target or a vehicle for future attacks has spurred progress in developing internationally agreed security measures on the agenda at the various meetings planned with key players from the public and private sector.

My valued readers are requested to voice their views, with valid feedbacks with an urge to create, to innovate, to express our spirit in totally new ways, is as old as human kind and as natural as waking up in the morning. Innovation is perhaps the most defining behavior of human beings. Web-based training can be the only answer to futuristic learning, as it provides easy accessibility to the pool of ever expanding knowledge, this is in particular, while viewing the precious earned time ashore of the seafarers, while they need to be with their near and dear ones.

However, "natural ability without extended education has more often attained glory and virtue than higher education without natural ability. - Cicero". The need for imparting proper management education to the senior floating officers (Captain, Chief Engineer, Chief Officer and the Second Engineer) by the shipping company to equip them with the required conceptual, interpersonal and team skills for decision making and its implementation, by identifying the needs and adjusting towards such needs.

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

Mr. Kunal Anshuman
C/o GSMS Maritime Training Institute
Office No. 127, "F" Wing, 1st Floor
Kamlesh Apartments, Plot No. 368/4,
Sher-e-Punjab Society, Mahakali Caves Road
Andheri (E), Mumbai - 400 093

E-mail: seafarersman@indiatimes.com
seafarersman@hotmail.com

Website: www.themarinewaves.com

For Advt: Phone Cell: +91-9840084216

Attention Seafarers!

Subscribe for a copy of "Marine Waves"

Owing to high cost of pre-postage service & courier expenses and to minimise wastage the Individual Seafarers and Professionals of Associated Discipline, who wishes to keep themselves abreast with updates are requested to subscribe for their own personal copy of "MARINE WAVES" delivered to their homes, by forwarding Rs. 250/- by local cheque/D.D, as the Annual Subscription payable in favour of "MARINE WAVES" to

"Marine Waves"

M107/22 Kalakshetra Colony,
29th Cross Street, Besant Nagar,
Chennai - 600 090.

Two Become One: Container shipping's largest ever merger between Maersk Sealand and P&O Nedlloyd.

Shipbrokers warned on financial regulation: LONDON shipbrokers are likely to face formal regulation from the financial services authorities in coming years as government steadily tightens up on money-laundering legislation.

Braemar Seascopie turns in 73% advance: Scope, the quoted British shipbroker, has seen full year pre-tax profits grow 73% to £9m (\$17m), up from £5.2m in 2003-04.

Promoting London in South America: The Lord Mayor of the City of London, Alderman Michael Savory, will be visiting Brazil, Chile and Argentina 4-14 September to promote the UK's financial services sector. International Financial Services London will be accompanying the Lord Mayor and is looking for input into the topics.

Anti terror code "helps cut maritime crime" Lord Mayor's charity maritime dinner. As part of Lord Mayor Michael Savory's particular focus on the City's maritime services during his year in office, the Lord Mayor's Appeal Maritime Dinner (Wednesday 18 May 2005) at Guildhall. This lavish black tie event is intended to bring the international maritime sector together and highlight London as the capital of world shipping. The evening will be hosted by Richard Sayer, chairman of Maritime London. A speech will also be given by The First Sea Lord. All money raised from the event will go to the Soldiers, Sailors, Airmen and Families Association (SSAFA) - Forces Help and the Royal National Mission to Deep Sea Fishermen (The Fishermen's Mission).

Shell plans bulk terminal for Hazira: THE Indian unit of Royal Dutch/Shell will spend \$690m on building facilities to handle bulk cargo at Hazira port.

Qatar unveils \$20bn expansion warchest: QATAR Gas Transport Co plans to spend a massive \$20bn acquiring a fleet of more than 100 gas and bulk carriers and

constructing a shipyard at Ras Laffan industrial city.

BIMCO chief Pontoppidan focuses on new generation: KNUD Pontoppidan of AP MØller-Maersk has been formally elected the new president of BIMCO and has pledged to drive forward the global shipowner association's ambitious plans to appeal to a new generation of young shipping executives.

Chamber of Shipping slams Orrell over tax 'posturing': BRITAIN'S shipping bosses have angrily denounced the head of officers' union Numast for his "posturing and rhetoric" in a keynote speech on tonnage tax.

Goods seized in Festival court case: THE bankruptcy of Festival Cruises a year ago continues to make waves in Italian maritime circles, with a Genoa court moving this week to seize the personal belongings of 17 former company executives and board members.

Report warns of low sulphur fuel shortfall within 10 years: THE MARINE bunker fuel market faces a potential shortfall of 1m barrels a day of low sulphur products within 10 years, a new study has predicted.

Aviation firm Avion spreads wings with Eimskip purchase: AVION Group has moved into shipping and logistics with a 1kr23bn (\$355m) acquisition of Icelandic company Eimskip from Burdaras.

Shipping heir plans a Paris match: In a melding of two extremely wealthy worlds, hotel heiress and reality TV star Paris Hilton has announced her engagement to Greek shipping heir Paris Latsis.

Putin backs merger of Sovcomflot with Novoship: SOVCOMFLOT and Novoship appear set to merge within the year, with Russian President Vladimir Putin now in support of such a move, shipping sources in the country believe.

\$2bn London flotation blasts Inmarsat into orbit: INMARSAT has lifted the veil on its long-awaited initial public offering plans, announcing yesterday its intention to list on the London Stock Exchange later this month.

South Korea joins anti-piracy demands: SOUTH Korea's President, Roh Moo-hyun, yesterday joined the clamour for more security on the Malacca Strait.

US electronic data rules threaten chaos: ALL commercial ships arriving in or departing from US ports will have to submit crucial data such as crew manifests only by electronic medium from Monday.

Maersk sea rescue 'mad' says paper: MAERSK Sealand has found itself under attack from a UK tabloid newspaper after rescuing 27 refugees adrift at sea south of Sicily.

Investors' claims deal fresh blow to Volgotanker managers: RUSSIA'S largest river shipping company, Volgotanker, already fighting off a \$26m tax bill with its top managers on the federal wanted list facing charges of fraud and money laundering, may now be hit by further claims from its shareholders.

Class society bosses seek end to common rules row: TOP executives from the world's leading class societies are to hold a crisis meeting next Monday to head off the risk of a damaging split in the International Association of Classification Societies.

Grimaldi builds stake in Finnlines: ITALY'S Grimaldi Group Naples has become the largest shareholder in Finnlines after building up a stake of almost 12%, and now hopes to develop a closer relationship between the two ro-ro specialists.

PSA eyes link with Hutchison: SINGAPORE company PSA International will buy a 20% stake in Hutchison Port Holding's flagship facility, Hongkong International Terminals, for \$800m, according to a local news report..