

## From the Editor's Desk



Welcome To 2007 - Hello, and happy new-year to one and all. Last year was a hectic and momentous one for "Marine Waves" With huge increases in readership, with many top companies looking to advertise with us, it was a great time. Seafarer's knowledge, gained over the years of active sea service, has not been duly encouraged to be documented for corporate growth, though globalization in shipping was long and ever linked from times. Knowledge Management, by virtue of generating a Data Bank, identifying, collect, organize its storage, collation, dissemination and retrieval, for optimized utilization and growth, though was an emerging phenomenon, determining the success of any industry viewing globalization, The need to pile up case studies, which being neglected in Indian Shipping, as on similar grounds of M. A. I. B.,

UK. Its high time, we have control over seafarers sailing out on the deep seas, viewing their welfare. Lacks statistics of those who set sail and of those returned, casualties during each year etc. INDOS. yet to prove foolproof. Systematic abuses of seafarers rights.

Case studies of valid data acquired could be better developed into knowledge and transferred to the future employees of the profession, for application of the best, with future growth. This puts in place, application of the right knowledge into practice, keeping away unwanted area of outdated technology, thus equip with self-sufficient knowledge of the availed past, best rich experiences. Merchant Navy vessels are manned, with all constraints of resources (man-power, machineries and material spares) is never the less, than on the defence vessels, but for a disciplined approach in executing their commercial operations of world class, to meet the world trade.

Time is fading away, the past days of having the time and patience to go through the several racks, for selecting the desired books to read, in some cases have to wait and reserve the book, if it is not readily available, especially for those pursuing professional courses. Digitalising the necessary mandatory books is a good alternative, as it would not only save time but also help preserve old and rare text, making it accessible for future generation of students. Information technology enabled tools, such as the internet plays a crucial role in sharing and managing knowledge quicker, valuing TIME. This world is not the world of dreams; we should be practical and should face the reality. Spare no efforts and devotion to duty. Maritime need of the hour is a commitment to excellence, intelligent planning and focused effort. While there is tremendous untapped potential, in the maritime discipline, to be explored, calls for focus on infra structure to enhance competence, social issues-think humane etc. Men out at sea need to be physically and mentally sound, to meet eventualities out at sea. Real success comes through risks and sacrifices, along with intelligent work. Its challenging, thrilling, etc. though life is how, one makes it.

The foreseeable Indian Maritime University would be indigenously developed into a world premier class, leading in technological and socio-economic development of the country, enhancing the global competitiveness of technical manpower and by ensuring high quality of technical education to all the sections of the world maritime society. It's, not just knowing the job function, but to perform efficiently, at each and every stages of work.

- Co-ordinate, Control and monitor the requisite operations,
- Ability for right /quick decision making.
- Analytical mind with communication skills.
- Eagerness to learn from feedback.
- Enjoy facing professional challenges.
- Enthusiasm in watching new trends and mastering new skills.
- Willingness to learn and keenness to train subordinates.
- Loyalty to the serving organization.
- Readiness to take responsibilities.
- Cheerful approach to teamwork.

Senior Officers onboard the vessels, are the real producers, who shape the shipping organization through their performance. They have to be the real role models. Their actions decide the future of the organization. The wealth of such rich experience followed by qualifying appropriate education can make the world of differences between success and failure, in today's competitive environment, in the corporate offices. This would transform professionals with strong technical knowledge into business leaders of the future, with equally strong management knowledge and help them adopt a global perspective.

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Fellow - Institution of Engineers (India)

had previously failed to get the assistance of Dutch Government funding due to the Dutch authorities being concerned about the irreparable damage that the project would cause to one of the most fragile marine eco-systems and potential world heritage archaeological sites.

A Sri Lankan delegation comprising Naval and Scientific authorities have visited New Delhi in the second week of December where the implications of Indo- Sri Lanka Maritime relations and the consequences of the Sethusamudram Project were discussed with their Indian counterparts. The Chairman of the Tuticorin Ports Trust N.K. Raghupathy, who was to meet the Sri Lankan delegation at this specially convened meeting also attended while former Indian External Affairs Minister K.C. Pant, was a notable absentee.

The Chairman of the Tuticorin Ports Authority, who was one of the integral figures to iron out bilateral issues, has boycotted the meeting. Instead, the Indian side while keeping the visiting Sri Lankan delegation members in New Delhi, has begun the excavation of the operations Palk Strait. According to diplomatic sources, while the Director and Head of the Industrial and Technological Institute (former CISIR) Dr. Aziz Mubarak was illustrating the environmental damage and the threat to the marine ecology of the Palk Straits to the Indians, Raghupathy was shooting flares into the air celebrating the launch of the dredging of the Adam's Bridge.

The Indian unilateral decision can be challenged in Court in both India and Sri Lanka as well as the International Courts, with ample Precedent Case Law to support the immediate cessation of the dredging activities.

## Unsuccessful

However, The Nation also learns that while the dredging did commence earlier this month, the activities have not been successful with the dredged area repeatedly filling up. Retired Sri Lankan Diplomats are questioning the Appeasement Policy followed by the Sri Lankan Foreign Ministry with respect to the Sethusamudram Project and are calling for the Government of Sri Lanka to take a more principled stand against India and not to yield against the unilateralism. They have also warned

that India has already blocked the Sri Lankan Government's moves to develop the Kankasanturai port which was to be developed with foreign assistance and left a major development void in the Northern peninsula which has resulted in the current food shortage in Jaffna. During a recent state visit to India, President Mahinda Rajapaksa has raised some of these matters but according to top sources, while India has been offering support to develop the KKS port, none of it has been forthcoming and Sri Lanka is also being prevented from securing other assistance because of the Indian objection.

## Ecological hazards

Indian environmental activists have cautioned that a large number of protected Dugongs whales and dolphins and other rare species of marine mammals are all threatened with extinction due to shipping accidents.

The fishing community is also up in arms as one of the most lucrative prawn fish and other marine farming zones will lose its spawning habitats due to the dredging of the Sethusamudram canal. International marine archaeologists also have expressed objections to the project citing that the Adams Bridge is one of the oldest marine archaeological sites in the world as the 5000 year plus man-made bridge which is a part of India's heritage with direct attribution to the Ramayana epic.

Hanuman's Bridge is a Hindu cultural icon and many millions of Hindu devotees will lose their most pre-eminent archaeological evidence to support their cultural ethos.

The local community living on either side of the Palk Strait is risking not only losing their fishing livelihood but also run the risk of radiation contamination and potential oil spill disasters. They are also likely to be without fresh drinking water as the aquifers are expected to be contaminated with the salt water due to the lateral pressure from the ship traffic using the canal.

## India says...

Indian High Commission's Commercial Counsellor Sanjay Sudhir told The Nation that the Government of India does not need to keep Sri Lanka informed of what was happening all the time "giving ball by ball commentaries" as (a) it has

been done by mutual agreement with former President Chandrika Kumaratunga and Premier Manmohan Singh (b) The project is in Indian territorial waters and (c) There have been three rounds of talks between India and Sri Lanka. This is not unilateral on the part of the Indian Government, he said.

He asserted that the Environmental Impact Assessment (EIA) has been done by the National Environmental and Ecological Research Institute (NEERI) of Ahmadabad and the results have been shared with the Government of Sri Lanka. He said that the meeting with the Indian and Sri Lankan officials were on maritime matters and the Chairman of the Tuticorin Ports Trust N.K. Raghupathy was also there. However, he declined to comment on the defence issues, claiming that they were outside his ambit.

## No Government comment

Despite repeated attempts by The Nation to get comments from the Government on this project, Foreign Affairs Minister Mangala Samaraweera, Additional Secretary Foreign Affairs Ministry Geetha De Silva who is also the current Acting Secretary, Additional Solicitor General P.A. Ratnayake who was a member of the Government delegation to New Delhi and who is a legal expert on the implications of the project and also Director of the Institute of Technological Studies Dr. Aziz Mubarak who is an expert on the environmental aspects of the project were not available. The Sri Lankan Chairman of the Sethusamudram project and Education Ministry Secretary Ariyaratne Hewage also refused to comment claiming that he was a mere nominee to the Foreign Ministry and that he had no mandate to do so. The issues were sent by electronic mail to the Acting Foreign Secretary for the want of a written response, but to no avail.

Readers' valued feedback very important to us. Please be free to e-mail:

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