

From the Editor's Desk



He who regards the world as he does the fortune of his own body can govern the world. He who loves the world as he does his own body, can be entrusted with the world..... Tao Te Ching

Out of compassion for them, I dwelling in their hearts, destroy with the shining lamp of knowledge the darkness born of ignorance. Bhagavad Gita 10.11

Are Indian policy makers listening? Though, helping and guiding with feedbacks, by our monthly editorial content in www.themarinewaves.com exposing defects and deficiencies in the system of actual working, in mercantile marine department, for improvement and seafarers welfare, consequently towards national development ?

MARITIME EDUCATION: *Any one may get disappointed and sometimes confused over the way the Indian maritime educational system functions. For eg. All the 40 students, of the 1st year B.Tech Marine Engg. Students failed, none passed in a DG Approved Maritime Institution. Parents were all upset for their son's career and for educational loan availed. The regulation body having been set up, legislation being enacted, plan being envisaged from time to time, question remains as to why such grave defects and deficiencies prevail even after the Government of India implements periodical changes. Monitoring mechanism of the maritime institutions remains a major concern, for effective functioning, quality assurance and accreditation procedures. Accreditation system is absurdly poor. A license permit Raj by the statutory bodies without teeth's prevailed without knowing the needs and procedures of the institutions and stakeholders. Course fees vary from institution to institution, at least the student's parent or guardian should know as to why course-fee collected is high besides hidden expenditures, why there is no reasonable check for regulation etc. My point is that, as to why the whole system of monitoring, accreditation and regulation is poor.*

*Herein, I am referring to the apex organizations, like National Knowledge Commission (NKC) New Delhi, HRD and Shipping Ministry, Councils and commissions at national level like UGC, NCTE, DEC and many others. Why regulations are being changed very often, why not the ministry of education formulate, its legislations with a good foresight, well planned with relevant data in hand, to maintain reasonably good standard and quality? Why not introduce open and distance learning *especially for seafarers to minimize the loss of their man days ashore while on their hard-earned leave, supposedly to spend with their family members (close and near dear ones), after their long separation, working out on the deep seas. Why not an independent body which is acceptable to all. Appreciable to know now that the Ministry is granting powers to Distance Education Council (DEC) to monitor and regulate the system of open learning and on the same issue, the ministry is planning to set up national level Distance education regulator in the country to maintain and monitor the standards of open and distance learning in the country, by which seafarers need to be also benefited. Appreciable that National Knowledge Commission, has recommended the formulation of Independent Regulatory Authority on Higher Education (IRAHE). Secondly, the union cabinet very recently announced HRD ministry's proposed legislation (distance education bill) to set up Independent regulatory body at national level. In reality, there is a mismatch among the country's policy makers and other people in governance to regulate the whole system.*

Some people who are in governance but not in the system don't want to replace the existing system and some who are not in the system are favoring the immediate legislations, replacement and amendments in the existing laws. The country is lacking regulated colleges and universities. If private colleges are providing a poor quality of education, collecting more fees etc. who is to be held responsible? Multiple regulatory agencies exist for different streams of education in the country. Technical education is regulated by the All India Council of Technical Education (AICTE). It is the authority that licenses technical institutions. The AICTE has constituted another body, the National Board of Accreditation (NBA), to certify quality of technical institutions. Medical education is regulated by the Medical Council of India (MCI) and nursing education by the Nursing Council of India. These institutions look after, all aspects of education in their spheres including quality. All the regulatory agencies have been set up by the Central Government. The blame for the mushrooming of poor quality institutions and their concentration in a few areas must squarely rest with the regulatory bodies. Is professional education at higher level being commercialized? Or is this really a License raj being perpetuated by the accreditation agencies? This question needs to be answered. we must change the accreditation process, procedure of accreditation viz a viz monitoring. Greater transparency is an unstoppable force and is the very foundation of justice. Justice must not only be done but must be seen to be done.

A good system needs to be ninety percent self managed with hardly five percent as conscious effort needing monitoring for consistency of the desired quality, as the margin of reflection to proving capabilities, instead of a monotonous style of functioning, limiting to selected good suggestions and not keeping to the times. The specialist tends to neglect themselves, their health and comfort, in the pursuit of their perfection, which is reminded on humane angle. "A study on the Work and Family life of Seafarers", their responsibilities while out at sea, viewing limitations and constraints, the attributes in the making, for their varying mindset, from global experience is lacking international exposure. A tale of systemic neglect, administrative incompetence has been challenged, which is an unfortunate incident to the department.

The need for Union Public Service Commission, to pick up the best amongst the new breed of mariners (who had their basics right), with the recognized C. O. C. of India/UK Class One Engineering/ Masters (Deck), such of those young men between the age of 35 and 45, who are theoretically and practically rich, who never compares their govt. salary earnings at later stage, with those working out at sea on hazardous work, to get corrupted. Such of those Incumbents is groomed into the department in line with the civil services, match with a strong mental frame work and follow up with a pragmatic approach. Let's demonstrate something different, to work much better in the Maritime World of Commercial Shipping. We need qualified Mariners as practitioner specialists, with a lien to academics; to work in DGS approved Maritime Institutions/Colleges, play an important role in shaping the destiny of this maritime nation. Their CDC's and COC have to be marked/stamped - "Finished with Sea Duty", for assignment in Maritime Colleges/Institutions only. The existing scenario in maritime institutions, engaging old timers' professionally-under graduate mariners', many of them academically matriculate/non-matriculantes(those outdated risen from the ranks) though may be professionally certified, which is for the operation and maintenance of vessels only, which should not be forgotten. Such of those cannot be justified to head Colleges of higher learning in Maritime Studies, but for PRO work, Marketing, Demonstrators, etc. in the application of marine equipments, navigation etc. U G C (University Grants Commission) and the AICTE (All India Council for Technical Education) need to look into this seriously. It is imperative for tutor to update their knowledge and skill, constantly improve and upgrade, thus to impart well.

In Merchant Navy (second line of Defence), we need to train physically and mentally fit candidates with Character, to sail overseas in the International Shipping, thereby carrying the good image of our nation. Such of those candidates, successfully completing professional Training and qualifying COC for officer entry, need to be of a degree level curriculum of a recognized University. Life out at sea is not a bed of roses, hence the real need for its preparedness, managing the hard work and mental stress. Doing so, will help them come back with fresh new ideas, with better approach of matured decisions, tackling systematically and confidently, ensuring quick turn around of the vessels, with time-bound productive quality work out at sea, with professional excellence. National maritime Administrators backed with mariners, of trade apprenticeship, with Certified COC, following set paper exam., few years of sailing without professional updates doing documentation work alone in office, will do no good to national shipping but for sending them on VRS.

Dr. Chandran Peechulli, Ph.D; MBA; D.Sc; FIE(India), PgDIMS(UK), PgTED; FIPE; MSEI; MSNAME(USA),

Ex.Chief Engineer(Marine), G.M.(Tech) Crossworld Shipping, Managing Editor & Publisher - "MARINE WAVES" International Maritime Newsletter.

* view online for previous editorial contents. www.themarinewaves.com

(contd. from previous page)

Marine Pollution - subjective and national interest.

Thursday, 29 October, 2009 10:57 AM

From: "chandran chandran" <pkc484@yahoo.com>

To: secyship@nic.in, dgship@dgshipping.com, lakshmi@dgshipping.com, sbagnihotri@dgshipping.com, cs@dgshipping.com, mehrotra@dgshipping.com, na@dgshipping.com, suresh@dgshipping.com, kulkarni@insa.org.in, secygen@insa.org.in, jsports@nic.in, diriwt@nic.in

Cc: vc_imu@yahoo.in, campus.imu@tn.nic.in, tschanakya@hotmail.com, mariner@bom2.vsnl.net.in, meribom@vsnl.com, director@merical.ac.in, iipmcal@dataone.in, nsdrc@itpvis.ap.nic.in

Bcc: andreas.droussiotis@bs-shipmanagement.com, cy-sdc-man@bs-shipmanagement.com, "Rajaish Bajpae" <bajpae@netvigator.com>, rajaish.bajpae@bs-shipmanagement.com, rajaish.bajpae@eurasiagroup.com, hk-sdc-man@bs-shipmanagement.com, arvind.sharma@bs-shipmanagement.com

UNACCEPTABLE QUOTE: It's time to have some legislation in place whereby no State Government is allowed to prosecute and criminalise any seafarer no matter what. They should only be allowed to impose a fine on the ship/ship-owner for any fault of the ships' crew. The ship-owners can get a suitable cover from their P&I Clubs for this purpose. **Capt. B.S. Koli**

Source: http://www.shipping-news.net/user/blog_zone/blog.asp

Silence has never been an option for concerned Citizens "Those who have the privilege to know, have the duty to act."....Albert Einstein

COMMENTS: All seafarers of the Merchant Navy are not the upright and disciplined lot; hence take no chances for polluting the divine sea. Some Chief- Engineers and Captains can stoop to any level to please the ship-owners and commit commercial crimes, to reduce downtime and quick turnaround of vessel at the cost of polluting the divine sea, e.g. pumping out ER bilges(leakages and drains), sludge's turned out as waste from L.O., F.O. Purifiers, oily bilge water directly to sea, tank-cleaning waste oil of tankers presuming that it will go unnoticed, thereby pleasing their employers owing to their job-insecurity, unlike those employed on war ships, where discipline is instilled. We need therefore assurance for transparency, commitment with responsibility, the need for Senior Officers to take oath, for the general well-being. Is it not? The need therefore to block the loopholes in the system, taking no chances. Criminals should not go unpunished, or else they are encouraged to do so. One should learn to think and act fairly and efficiently, to produce high thoughts and ideals, to make up a good society to live with. Doing without thinking is of no quality or efficiency. Indian seafarers who are actively sailing out at sea, are very well aware of the IMO legislation, for the prevention of pollution by oil, as they strictly comply with it, while sailing around the oceans of the world, except on Indian waters.

Deliberate and intentional Oil Pollution caused to Indian coast, out at sea, An Indian Captain employed by Bernhard Schulte Shipmanagement Co. managing a fleet of over 700 ships, takes a fully loaded VLCC with visible 2 cracks (14cm x 7.5cm & 9.5cm) dimension, on No. 1stbd COT, from where oil seeps out during sailing, 8nm off Indian west coast / 4nm off Kiltan Island, where there is heavy wx/rain, restricted visibility & heavy traffic density of Fishing/coastal vessel just for Mobile phone signal, thereby polluting Indian Coast and Marine environment. If we have some legislation in place whereby no State Government is allowed to prosecute and criminalize any seafarer, no matter what, as suggested by Capt. B.S. Koli. Hence, Indian coast will be turning into a world dumping ground, as it is gaining publicity. We should therefore have strict legislation in place like US or European countries, which will prevent seafarers/ Shipping companies from polluting and damaging the marine environment.

"It's hard to calculate the damages happened and happening to our country.

An eye-opener to the International Maritime Regulating and Governing Authority, relevant associated authorities more particularly the relevant national maritime authority, calling for efforts to keep the world shipping trade alive.

— Arun Chandran

View: editorial contents in < www.themarinewaves.com > Oil Pollution Photos & clips in highlights.

Dr. Chandran Peechulli, Ph.D; MBA; D.Sc; FIE(India), PgDIMS(UK), PgTED; FIIPE; MSEI; MSNAME(USA), Ex.Chief Engineer(Marine), G.M.(Tech) Crossworld Shipping. Managing Editor & Publisher - "MARINE WAVES" International Maritime Newsletter. www.themarinewaves.com

RESPONSE:

Marine Wave Highlights - Bernhard Schulte Shipmanagement

Thursday, 29 October, 2009 6:20 PM

From: "Holger Pittelkau (CY-SDC)" <Holger.Pittelkau@bs-shipmanagement.com>

To: "pkc484@themarinewaves.com" <pkc484@themarinewaves.com>, "pkc484@yahoo.com" <pkc484@yahoo.com>