

From the Editor's Desk



You must accept the truth from whatever source it comes. – Moses Ben

We, reformers are together, when it comes to the issue of Corruption and other Social-evils. Now saints have to stand-up against corruption because people in general have suffered a lot. – Sri Sri Ravi Shankar

"Education" is the element that makes talents in a man. Learning is the true imperishable WEALTH; an urge to know more of the required knowledge, inculcates potential in a person that can lead for him or her to become a genius. 'Genius' without education, is like silver in the mine. Theory and practice should therefore go hand in hand, if to excel in real life-practice. Better being comfortable rather than at mercy for the position held. 'Only when one loves their subjective-work, pathway emerges for development & specialization. Primarily, filling the void spaces and then advancing with good foresight beyond boundaries, in the specialized field. Keep abreast with updates to further think-ahead, only then one turns to be an expert

in reality'. – Dr. Chandran Peechulli

Viewing the poor standard of service and lack of professionalism, in the regulatory mechanisms of our country, whether it is Civil Aviation/ Shipping/SEBI/CCI etc; continuing with application of trial and error methods during this modern-age, when boasting of "Knowledge Management" in the private sector, it is often difficult to sympathize the working of our government, insisting communication on outdated FAX message, which fades away quickly, while e-mail message is quick, could be stored quickly in the system and retrieved when needed, avoiding cumbersome paper jugglery, restricting to paperless management, constrained speaking-out with relevant facts and figures, to improvise the situation, which is the right of every citizen of the nation to legitimately voice. Union-representatives of international professionals may have a case for parity when it is solely the international flag carrier, whether AIR or SEA. Decision makers should be wise and cautious enough, to avoid precedence for others to follow suit, or else inviting further problems e.g. in the case of Civil Aviation, it's a matter of concern and shame considering the fake pilot licenses exposed while CDC and COC scams in marine much prevalent for decades, yet to be fully exposed, since scattered over around the globe, escaping the public-eye. Reason being 'not sensitive to that of air-passengers'. Basic managerial issues had not been sorted out, though known to the authorities concerned. Why has the Regulators (DGS/DGCA) for sea and air professionals, not pointed out their fingers 'to those employed ashore, with the unique sea/air-service with operation and maintenance, being paid extraordinarily high, without considering the individuals credibility of distinction, as many of whom are under-graduates and being paid above that of "the cream of national talents i.e. experienced bureaucrats, IITians IIMs, Distinguished Scientists, Chartered Engineers/Accountants of distinction". Those paid out at sea/ air, owing to high risks and separation from their near ones and for hardships with squeezed manning, living and working under constraints. India's crying needs for professional-skills, genesis of which lies in its faulty-education system. The quality and the availability of trainers is a challenge too, which has been neglected over the years. "Creation of trainer's, is one of the major issues, before the country, "The need to take a holistic view, inter-acting with all the stakeholders in this affective communication-age". The news is however not good in the case of D.G. approved maritime academies and institutions, as those in the senior-slot, hop in and out, of the institutions, owing to wrong salary notion and return back to sea. Such of those should be well determined, prior to taking assignment ashore, more specifically into maritime institutions with the unique sea-service experience, by giving a bonded declaration or else the running of the institution is jeopardized/destabilized which takes time to re-establish.

The Mariners, wishing to shore life, need to be adaptable to the changed employment conditions, need for a platform on subjective inter-actions following panel discussion on the topic by Office of the Directorate General of shipping. Mariners should not compare the salary of those paid out on the deep seas, on hazardous works added to piracy with squeezed manning these days with quick-turnaround vessels. Young aspirant's mental make-up is also getting disturbed, on account of the fact that they have to hang around for months and years for placement after their passing out from D.G. approved colleges/academies/ institutions/universities. It is disturbing for the parents who have invested large sums of money availing educational- loan and after long waiting for the completion of their professional course is kept idle at home, waiting for placement, while during this time additional pressure from the banks for the repayment of loan availed. In the larger interest of the young breed of marine aspirants, who have successfully passed-out, waiting for placement should be considered into a central pool under the national maritime administration (Directorate General of Shipping, Ministry of Shipping), Government of India, "on first in first out basis", from the desired pool. Government of India, should also consider looking into the after-service benefits, of Indian Seafarers who have brought in valuable foreign-exchange to their country of origin, as their profession out at sea is sacrificial, living and working away from their close and near dear ones. Their families have nothing to avail as compared to those ashore but instead their bread-winner when back home have to spend considerable period of their hard-earned leave-period sacrificing to renew their passport/driving-license/ professional competency certificates and allied mandatory certificates. Relevant Government machinery should consider PROVIDING priority/ concession at least. All this, owing to lack of proper regulation, giving room for promoting the middlemen in the form of agents, to make hay when the man-made sun shines. The next challenge is the lack of standardization and certification in an industry that is MOTLIER than organized today. Examiners on standardization and certification should maintain the technical and managerial acumen of high standards to prove themselves superior, keeping abreast with updates, maintain the code of conduct and professionalism with integrity and honesty. "Accuracy is relatively easy to understand and uphold. However, fairness implies not merely the absence of bias in reporting on events but also a very conscious attempt to present diverse and different views on a situation or an issue, "Media', plays the role of an eye-opener for the government and administration. Qualified journalists, who are generally true to their conscience, do not unnecessarily sneak into but helps to expose concisely with material evidences by investigative reporting. "This is a time when many hidden truths are coming out with the active intervention of the media. Reports on many past corrupt deals are being exposed," However, a section of the media run by the corporate, are protecting the corrupt, raising doubts that degeneration had crept into the fourth estate also, may be owing to some rotten fruits, beyond code of moral and professional ethics" What we really see now is a fight between desirable and undesirable tendencies in the field," "If journalists are true to their profession, assures accuracy, trueness and fairness with unbiased reporting. They can remain the agents of change, for a better society "In an increasingly complex world, journalists should take pains to be on their toes continuously with updates, educate themselves relentlessly. We look forward for more transparency, commitment and responsibility, towards development and prosperity of our nation, by giving our best services.

Dr. Chandran Peechulli, Ph.D ; D.Sc., F I E (India), F.I.I.P.E., M.S.E.I., Pg.DTED, Pg.DIMS(UK), MSNAME(US), Fellow - Institution of Engineers (India), Indian Institution of Plant Engineers & Ex. Vice Chairman TN Chapter, Life Member & Ex.Executive Member-Indian Institute of Standards Engineer T N Chapter, Indian Institute of Occupational Health, Managing Editor & Publisher - "Marine Waves" International Maritime Newsletter. Corporate Member, Chennai Press Club. Ex. Chief Engineer (Marine) & General Manager (Tech), Consultant - Cee Cee Industrial & Marine Management Consultants. seafarersman@indiatimes.com
Address : M107-5, 29th Cross Street, Besant Nagar, Chennai-600090. +91-44-42018982.

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SAMI is a body made up of maritime security providers, and is in the process of developing clear, robust standards for security companies to comply with. Given the need to promptly get regulatory control out into the security market, it seems that this SAMI route is by far the most likely to succeed. The Association exists to bring all sides of the industry together, so that stakeholders can drive real change and progress. With support and acknowledgement from a range of shipping trade associations, insurers, unions, welfare organisations, flag States, as well as the security companies themselves we can expect some real progress once the IMO makes its stance clear.

LONDON, May 9 (Reuters) - Maritime security firms have come together to create a code of conduct and ethics, prompted by alarm over the rising number of companies without seaborne experience aiming to cash in on the surge in Somali piracy. Increasingly violent attacks on merchant ships and crews by Somali gangs have led more ship owners to consider deploying private security teams on board vessels, attracting companies previously operating in Iraq and Afghanistan. "There are literally hundreds of Iraq and Afghanistan 'expatriates' setting up shop, never having been aboard a ship before, much less knowing how to defend it," said John Dalby of security company Marine Risk Management. "We have fears that a glut of inexperienced and unqualified so-called maritime security operators are bringing the legit guys into disrepute."

Dalby is one of the founders of the International Association of Maritime Security Professionals (IAMSP), a self-regulated, voluntary body seeking more transparency in the sector. Its code of conduct includes ensuring members are properly trained, abide by laws and regulations where they operate, act ethically and do not accept bribes.

"Private security in the marine sector is currently not regulated in the way that it is on land. There is a big worry this could be opening the doors to a lot of cowboys," said Andrew Linington with seafarers' union Nautilus International.

Officials say it costs around \$55,000 to deploy an experienced four-man security team on a 10-12 day transit between Suez and Galle in Sri Lanka. Firms touting for business without experience have offered teams at \$15,000 to \$20,000. "Security companies and individual professionals who are trying to operate to high standards get undercut by the competition which is clearly less than satisfactory and provides a less than satisfactory service," said David Buston, managing director of security firm

Red Cell and an IAMSP founder. Dalby said the IAMSP had over 400 members, including former marines and special forces from Britain's Special Boat Service and the United States' Navy Seals, comprising "half of the reputable industry". Overstretched international navies have proved unable to contain piracy in the Indian Ocean due to the vast distances involved. The crisis is costing world trade billions of dollars a year. "The need to employ armed guards is an indication of the lack of political resolve to control the spread of Somali-based piracy across the northern Indian Ocean," said Peter Hinchliffe, secretary general of the International Chamber of Shipping. "The lack of regulation in the private security sector in the maritime domain is a problem and this is leading to growth in the sector which suggests that standards may be very variable."

ARMS TRADE: David Stone, a licenced and registered arms dealer, director of maritime security company APPDS Ltd and an IAMSP member, said "fly-by-night" security companies had to buy their weapons on the black market in places such as Djibouti.

When approaching a 12-mile territorial zone close to a port, operators dumped their illicit weapons over board, he said, in order to avoid getting caught breaking the law.

"It means when they do another transit they will have to buy more arms. So it's a vicious circle of the proliferation of illegal arms," Stone said. "This is something that the IMASP is trying to stop because it is illegal and gives a bad name to everyone in the business." The safety committee of the International Maritime Organization, a United Nations agency, will this week discuss the development of guidance on employing maritime security companies.

Many in the security industry have called for an amendment related to the position of private armed teams, which is not addressed under international maritime conventions.

Maritime lawyers say armed private security guards involved in a killing on board a ship may run the risk of criminal prosecution in some countries. "Whereas in the past it could be argued that non-lethal countermeasures would be enough to deter pirates, as the threat escalates, not being armed is now becoming more of a challenge to justify," said Red Cell's Buston, whose firm provides training and advice to maritime security professionals. "Those that are in control of potential lethal force ... must have clear and agreed procedures to work under. Without this, the already grey area of armed guards at sea could turn into a real mess."

W o r l d I n f o D e s k

San Francisco Bar Pilots are in choppy waters: Their case for more money is fairly shallow

Scaling a ladder up a 30 foot steel cliff in a swell of 12 feet with a 30 knot wind is a job for a young, fit man. That is part of the duty for the 60 San Francisco Bar Pilots and is a testimony to their dedication and devotion to the job.

In 2010, they were called on to do this, sometimes in even worse conditions, for about 40 percent of the ship calls to the Bay. Compare that with Coast Guard sea marshals, who will not board if the seas are more than 12 feet, which means the Bar would have been closed at least 35 times in 2010 if the pilots followed suit.

These facts are at the heart of the pilots' case to the San Francisco Board of Pilot Commissioners for a rate increase. (A ruling is due in a few hours' time.) They reckon their incomes have dropped by 20 percent since 2006 and need a rate increase that will bring their annual pay to \$600,000 by 2015, compared with \$250,000 in 2002.

