

From the Editor's Desk



The MIND is the instrument, the flywheel, and the thickest comrade of man. Through it, one can ruin oneself or save oneself. Regulated and controlled, channelled properly it can liberate; wayward and let loose, it can entangle and bind fast. – Atharva Veda

To enjoy good health, to bring true happiness to one's family, to bring peace to all, one must first discipline and control one's own mind. If a man can control his mind he can find the way to enlightenment, and all wisdom and virtue will naturally come to him. – Gautama Buddha

Mind is consciousness, which has limitations. We are originally unlimited and perfect. Later on we take on limitations and become the mind ..There is no mind to control if you realise the self. The mind having vanished, the self shines forth.
– Ramana Maharshi

'MARINE WAVES' Management, is pleased to know and announce that 'EU is to extend anti-piracy mission' The European Union has extended the EU Naval Force (EUNavfor) Operation Atalanta counter-piracy mission's mandate until December 2014 and, crucially, has brought Somali coastal territory and internal waters, into its area of operation. The move has been widely welcomed by shipping industry bodies. The EU will provide •14.9m to pay for the extension of the mission. Nautilus International general secretary Mark Dickinson said: 'This is good news. Whilst the number of hijackings has gone down in recent months, the pirates seem to be as active as ever and it is vital that seafarers continue to receive the protection that EUNavfor provides. Decision to widen the scope of the operation to include Somali waters is something we have been seeking for a long time, as it should help to contain the problem by making it harder for the pirates to get out to sea.' The global industry-wide SOS 'Save Our Seafarers' campaign welcomes the move saying: "This is a bold step towards the goal that the shipping industry and its seafarers embrace - that of seeing piracy in this region eliminated." However SOS also warned against possible US and UK moves to stop the payment of ransoms. It said in a statement: "Such robust action to eradicate the threat of piracy is necessary if the UK and US governments press on with their avowed ambition of stopping ransom payments to pirates and other groups." Referring to the release of a British tourist Judith Tebbutt, it added: "SOS was delighted to see Mrs Tebbutt released by her armed kidnappers after a ransom was paid, but there are currently 220 seafarers being held by Somali pirates on 13 vessels, and another 40 being held on land, some of whom have been held for two years. What does the future hold for them if the ability to pay any ransoms is stopped?" SOS says it has written to the prime minister and other ministers "making it very clear that hindering in any way the payment of ransoms for ships and seafarers means ship-owners can no longer guarantee the safety of their seafarers, as well as of their vessels and the cargoes that they carry". SOS asks: "Will seafarers still go through the Indian Ocean and Gulf of Aden if no ransoms can be paid? Or will seafarers and ship-owners be forced to avoid the area completely, with significant consequences to world trade?" Safety and Shipping 1912-2012: From Titanic to Costa Concordia, based on research from Cardiff University's Seafarers' International Research Centre (SIRC), UK, highlights several key challenges for the industry including the growing trend to 'super size' ships and cost pressures pushing ship-owners to source crews from emerging economies where standards of training and assessment can be inconsistent. Other significant safety risks include reduced crewing numbers which may compromise margins of safety and encourage 'human error' risks; increasing bureaucracy onboard ships; the continued threat of piracy off Somalia and elsewhere; and the emergence of ice shipping and its associated navigational and environmental complications. AGCS executive Sven Gerhard says: "While the seas are safer than ever today, the industry needs to address these new risks proactively. For example, ultra-large ships pose challenges for insurers due to their sheer size and value, while others raise concerns on structural integrity and failure. While scale alone does not make these ships riskier, the increased sizes introduce specific risks that need to be addressed, such as salvage and recovery considerations and emergency handling. BIMCO publishes security-guard contract: Shipping industry organisation BIMCO has published a standard contract, GUARDCON, for the employment of security guards on vessels. It has also issued Guidance on the Rules for the Use of Force (RUF) to accompany the new contract. BIMCO says GUARDCON has been developed to provide ship owners and private maritime security companies with a clearly worded and comprehensive standard contract to govern the employment and use of security guards, with or without firearms, on board merchant vessels. It adds: "While BIMCO would not like to see the use of armed security guards on ships becoming institutionalised, it recognises that while the industry awaits a more permanent long term solution, armed guards currently provide an effective deterrent to piracy attacks." Editor in Chief of ' Marine Waves' Dr. Chandran Peechulli, in Maritime Executive and Linked-in says "Vested interests for employing armed security guards on Merchant Navy vessels, appears to be more strong in the commercial business interest, than that of the seafarers welfare and interest for their safety. Such exploitation fore-casted, to be seriously viewed to avoid consequences that would be difficult to revert, in the future". AND Need for a comprehensive outlook instead of short-sighted conclusions to encourage women in a male-dominated profession (serving out at sea) while males are themselves scary to serve out at sea in the prevailing marine piracy, subject need to be considered on the top of the agenda considering humanistic-approach. Need for a pragmatic approach, without a mis-construed notion. IMO would be failing in his duties, if to encourage women on-board at this predicament juncture, while not considering eradicating piracy at sea. * functioning as dreadful terrorists.

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(contd. from previous page)

In February 2012, the average confidence level expressed by respondents in the markets in which they operate was 5.5 on a scale of 1 (low) to 10 (high). This is marginally up on the figure of 5.4 recorded in the previous survey in November 2011. It compares to the 5.8 recorded one year previously, in February 2011, and to the 5.9 figure posted in February 2010. The survey was launched in May 2008 with a confidence rating of 6.8. By industry segment, confidence was up among owners (rising from 5.3 last time to 5.6), charterers (4.9 to 5.0) and brokers (5.2 to 5.6). But managers (down from 5.6 to 5.2) were alone among all respondents in being less confident about the market this time, having been the most optimistic in the previous survey.

Confidence was up in Europe, from 5.1 to 5.3, although the region remained the least optimistic of all geographic sectors covered by the survey. Interestingly, confidence was down marginally in Asia, from 5.8 to 5.7, and in both North America and Latin America (from 5.8 to 5.6 and from 6.4 to 5.7 respectively). Despite the slight increase in confidence a number of respondents were worried current state of the industry.

"There are too many ships," said one. "Freight levels cannot go much lower and we will be bumping along the bottom for a while. Apart from owners causing their own malaise by over-ordering ships, structural changes - such as China subsidising its own maritime industry - will keep a lid on developments in certain sectors." On the other hand a number of respondents counselled patience.

"Some market sectors are very depressed," said one, "but a re-balancing is already under way. We have to be patient. It will be at least three-to-five years until margins become reasonable."

Moore Stephens shipping partner, Richard Greiner, commented: "Nobody could accuse the shipping industry of being faint-hearted. Despite public confirmation that an increasing number of big industry names are in financial difficulty; despite there being too many ships to carry the cargo available to them for the foreseeable future; despite the prohibitive cost of fuel; and despite an ailing world economy, confidence in the shipping industry still increased slightly over the past three months. In fact, confidence today is higher than it was three years ago, in February 2009.

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

Maritime safety 100 years after the

Titanic: A topical new report in the light of recent passenger ship casualties has highlighted both advances in maritime safety and also continuing concerns.

Despite a greatly improved safety record in the century since the Titanic sank, the maritime industry faces new challenges driven by the continued growth of worldwide shipping according to marine insurer Allianz Global Corporate & Speciality (AGCS).

In the century since the sinking of the Titanic on 15 April 1912, the world commercial shipping fleet has trebled to over 100,000 vessels but overall shipping loss rates have declined from one ship per 100 a year then to one ship per 670 a year in 2009.

AGCS's new report, *Safety and Shipping 1912-2012: From Titanic to Costa Concordia*, based on research from Cardiff University's Seafarers' International Research Centre (SIRC), UK, highlights several key challenges for the industry including the growing trend to 'super size' ships and cost pressures pushing ship-owners to source crews from emerging economies where standards of training and assessment can be inconsistent. Other significant safety risks include reduced crewing numbers which may compromise margins of safety and encourage 'human error' risks; increasing bureaucracy onboard ships; the continued threat of piracy off Somalia and elsewhere; and the emergence of ice shipping and its associated navigational and environmental complications.

AGCS executive Sven Gerhard says: "While the seas are safer than ever today, the industry needs to address these new risks proactively. For example, ultra-large ships pose challenges for insurers due to their sheer size and value, while others raise concerns on structural integrity and failure. While scale alone does not make these ships riskier, the increased sizes introduce specific risks that need to be addressed, such as salvage and recovery considerations and emergency handling.

Cries for Help from Unpaid Ship Crew

Finally Heard: After a public battle of withheld wages, crewmembers aboard the chartered Ocean Star Pacific stagnant

in Mexico have recently been promised their late pay.

About 45 of the crewmen have not been paid in over two months and also complain of impossible living conditions aboard the ship. There is reportedly no fresh drinking water or air conditioning, and until recently, they were eating expired food. The ship had run out of fuel several times in the last two months, resulting in blackouts.

Several workers filed complaints with the International Transport Workers' Federation (ITF) in London and Greece, but had been unable to reach anyone in the Mexico branch.

Ocean Star Cruises claims that the passenger vessel has been under a bareboat hire and purchase contract to PV Enterprises International since early May and they are to be held responsible for crewing, management, port fees and insurance. However, the ship's owner did confirm that they believe that crew will be paid within the next 10 days; although, the shipboard's condition claims are being disputed. Ocean Star Cruises will step in if the issues are hand are not resolved in coming weeks, and they also offered to send crewmembers home if they wished to.

On the other hand, the port is owed approximately \$35,000 by PV Enterprises, but is in good standing with the bareboat hire purchase contract. Until the port is paid, trash collection and water is suspended.

The 1,050-berth Ocean Star Pacific was built in 1971 as Royal Caribbean's Nordic Prince. Mexican newcomer Ocean Star Cruises acquired the vessel, then called Aquamarine, from the Louis Group in late 2010 and made significant upgrades in Curacao before introducing it on the Mexican Pacific. The line targeted mainstream Mexicans, offering a visa-free cruise alternative priced in pesos. On April 15, 2011, one week after the ship's inauguration in Acapulco, a generator fire was quickly put out, with no injuries, but the vessel never returned to service. Ocean Star Cruises decided to sell or charter the ship in October 2011

The ship was never certified to carry passengers on the high seas.