

## From the Editor's Desk



The secret of life is not enjoyment, but education through experience. — Swami Vivekananda

This is true knowledge: to seek the Self as the true end of wisdom always. To seek anything else is ignorance. — Bhagwad Gita 13.11

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

We look forward to the time when the Power of Love will replace the Love of Power: Then will our World know the blessings of peace. — William E Gladstone

The function of education is to teach one to think intensively and to think critically...Intelligence plus character - that is the goal of true education. — Martin Luther King, Jr

The end product of education should be a free creative man, who can battle against historical circumstances and adversities of nature. —

S. Radhakrishnan

The Universe is a multilayered existence; there are many levels: there are the molecular, the atomic and the subatomic levels. So also the human consciousness: though one, yet, it is many. — Sri Sri Ravi Shankar

We are today trying to master every kind of knowledge but are unable to discover our own true nature — Sathya Sai Baba

Desired level of Quality and Safety, can be achieved only through proper regulation, strict enforcement with the right zeal, energy and mindset, thereby determination to practically demonstrate the real conducive quality living and work-style onboard vessels out at sea. — Chandran Peechulli

*It is with great pleasure that we send-out our newsletter, each month. We appreciate the feedback and reviews that we receive in so many contexts. I was pondering as to what message should be all about, to be mentioned in the interest of fairness and justice to seafarers and mankind. What I am finding and what we are finding is inspiration, hope, and a new refresh for creativity. So whether we are looking for increased intelligence, an ever deepening spirituality, capacity to gracefully cope with stress, breakthroughs of whatever fields of endeavours we are involved with, from personal relations, academics etc. because we are evolving and increasing the functional capabilities of that ever more revelatory and essential organism the human brain. We are getting individually and collectively better. And, what is rather amazing and exciting, is that we are just beginning this journey together. As we evolve together and figure out new applications of technology, we are evolving the technology as it evolves us - talk about a feedback in your own practices, our thoughts, and meditate to free from excess stress, we face in our daily lives. It is very important that seafarers venturing to sea are very well trained before their employment out at sea for performing efficiently, in living and working onboard ships and combating piracy. Hence, one should keep their hearts clear and fair (clean) with transparency, commitment and responsibility, not just outwardly appearance or be just sweet lipped in expression. Broadmindedly consider 'almighty God's creation of humans, by their outlook is either baked or frozen product, depending upon their placement in a cold country or the tropical country, which each one of us should agree of the reality, by exchanging our thoughts in a clean and free manner without clouding, with mutual respect and co-operation. 'Get ahead of the competition both professionally and personally' - invest in your capability, unlock maximum potential and develop your career. "Whatever you do, if done with integrity, quality and commitment, it's bound to endure."*

**“PEACE IS POSSIBLE ONLY WHEN WE ARE COMMITTED TO THE TRUTH”**

*PEACE not be restricted in viewing to land alone, consider 'SEAFARER'S VIEW' with the due human consideration. Calls for a wider perspective view, since Shipping is International and 'Act that similar way', for the national and international bodies to act unbiased for appropriate action. "SEAFARERS are not SOLDIERS" but specialised trade personnel, with the requisite skills, in the respective depts., of Navigation, Marine Engineering and Catering discipline (Food & House-keeping), to support the transportation of goods by sea. Primarily serve their employer (Shipping Companies) keeping the world trade active. Maritime nations should ensure all those employed out at sea are protected, considering their welfare, in their health, safety and environment. Some vested interests in a lop-sided manner are only trying to promote security guards and arms on-board exploiting the existing piracy situation by publicity and advertisement, and primarily not just for the seafarer's safety or their interest alone, for all their (SEAFARER's) risks out at sea and sacrifices, separation from their near and dear ones, not considering the after-effects, of arms on-board. "IT WOULD BE THE GRAVEST MISTAKE TO GIVE WEAPONS" AS DESIRED BY Somalia's PRESIDENT o "It is high time the maritime nations of the world awake and get united, to eradicate the pirates out at sea - Once for all " Un-arming the pirates, ensuring no arms reaches the PIRATES" also ensuring able-bodied personnel who are physically and mentally fit, are employed on-board the merchant vessels rather than considering arms on-board the merchant navy vessels, thus complicating the issue to add on problems on-board. Funds to SOMALIS, be restricted, considering basic needs of humanity.*

*'INDIA' LACKS A UNIFIED POLICY owing to states acting to their whims and fancies, without control of the centre, but for political capital out of it. 'THE CENTRE' to be in total preparedness to meet any eventuality, in the interest of the nation. Media should work towards exposing the wrongdoings in the society. Media has power of initiating the change in society, for making it better. But at some instances, some stray incidents reporting were completely baseless as with the Directorate General Shipping, of the Ministry of Shipping. This misleads the people, which should be prevented at any cost. All media is not engaged in such false-reporting. Maximum-media is engaged in good way as our Arnav Goswami of TIMES NOW, does. Media should not interfere in the judiciary-process, but for highlighting all the wrong-doings as feedback for early corrective action. Media is not expected to report as a messenger, without discussing the issue with the relevant. The moment some decides to discuss, they fall a prey by being biased to their own values, own political or social views etc. Even a judge can't say that he or she is not biased towards justice and truth! And finally a wrong media is always better than no media. Instead of framing guidelines, the judiciary or officials can take action on the erring media and make that action a deterrent one. But then the media must have the right to defend. HENCE all human acts to be under check to define the limit of decent reporting. Media is certainly crossing its limit as reported on shipping and maritime reporting. Without trying to verify the full facts, the media comes to conclusions on major issues and strengthen their conclusions by panel discussions with the same set of panellists, the so called 'expert commentators'. It is nothing but fooling and prejudicing the minds of public. The need for an upright IAS officer like, Sri. Lukose Vallatarai, who had earlier served as Jt. DGS. Media has a very important role to play. They are supposed to find factual positions keeping all aspects into consideration before coming to public. Instead they flaunt fragmented documents as evidence and influence the public.*

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chaos and people were crying. Then water began seeping in and the vessel began to tilt to one side and people were all told to stand on the other side and everyone started putting on life jackets," a male passenger who was on the Lamma ferry told reporters.

**SEARCH FOR SURVIVORS CONTINUES:** Hong Kong is one of the world's busiest shipping channels, although serious marine accidents are rare.

The waters around Hong Kong were busy on Monday with numerous passenger ferries, private leisure boats and fishing vessels out to watch the city's fireworks, but it is unclear why the two ferries collided. "Our ferry left Lamma island at 8.15 pm to watch the fireworks display out at sea, but within a few minutes, a tugboat (ferry) smashed into our vessel," Yuen Sui-see, a director for Hongkong Electric, one of the city's two main electricity generators, told reporters. A spokeswoman for Hong Kong and Kowloon Ferry said they were assessing what had happened. "Our captain is not well and we have not been able to talk to him so far," the spokeswoman told local television. A maritime department spokesman told reporters: "Normally vessels ought to stay and help other vessels in distress. But what we heard was that the other ship had passengers who were injured and needed help." The nighttime collision sparked a major rescue operation involving dive teams, helicopters and

boats that saw scores of people plucked from the sea. Television pictures showed the red and blue bow of the Hong Kong Electric Company ferry pointing skywards, surrounded by rescue vessels. By Tuesday a large crane on a barge had been connected to the stricken ferry. "We will continue our search. We also don't rule out that some may have swam to shore themselves and haven't contacted their families and so may not be accounted for," Ng Kuen-chi, acting deputy director of fire services told local television. The search was hampered by the vessel being partly sunken, poor visibility and too much clutter inside the vessel, Ng said. Teams of men in white coats, green rubber gloves and yellow helmets carried corpses off a police launch in body bags on Tuesday. Local media reported that children were among the dead. At one of the city's public mortuaries around 50 grieving relatives gathered, some crying, while others were called into identify the dead. More than 100 people were sent to five hospitals and nine people suffered serious injuries or remain in critical condition, the government said in a statement. Hong Kong leader Leung Chun-ying visited survivors of the collision and pledged a thorough investigation into the crash. Flags flew at half mast at Li's Cheung Kong Group headquarters in the heart of the city's financial district on Tuesday, as well as at government headquarters. Thousands of Hong Kong residents live on outlying islands such as Lamma, which lies about three km (two miles) southwest of Hong Kong island.

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

### **2 Ships Collide Off Northeast Japan, 13 Crewmen Missing:**

Following a collision with a large cargo ship off northeast Japan, 13 crewmen from a 22-man fishing vessel are missing, according to the Japanese Coast Guard. The 119-ton Horiei Maru and the 25,047-ton Panamanian Nikkei Tiger collided about 900 kilometers east of Sendai in the Pacific Ocean around 2:30 a.m. Sunday, reports the Washington Post.

The smaller ship may have sunk, but reports remain unclear currently. Two Shioyama Coast Guard rescue planes were deployed to search for any survivors. Nine members of the fishing boat's crew were rescued by another nearby fishing vessel. Twelve of the missing men are Japanese, and one is Indonesian. The cargo ship and its crew of 21 were unaffected overall.

### **Norgas at the centre of ferry deaths inquiry:**

Following a collision with a local ferry in the Sunda Strait, which allegedly caused the deaths of eight people this week, Norgas Carriers confirmed that its 10,200 dwt LPG carrier 'Norgas Cathinka' is now anchored at Merak Roads, Indonesia.

Investigations into the incident were continuing, the company said.

'Norgas Cathinka's' Master, Chief Officer and an ordinary seaman were continuing to assist local police in their investigations into the incident in which the vessel was in collision with a ro-ro passenger ferry, which later sank.

Norgas Carriers said in a statement that it had appointed a firm of international maritime consultants to conduct an independent investigation into the incident.

Local reports said that eight people from the ferry are still missing, presumed dead and more than 100 were rescued.

It was also reported that The National Transportation Safety Committee of Indonesia had assumed responsibility for the independent inquiry.

Norgas Carriers said that it noted local reports alleging the 'Norgas Cathinka' did not stop immediately following the incident in the early hours of 26th September. The company said that it wished to point out the Master has reported that the vessel stopped, as soon as it was safe to do so following the incident.

It also stressed that such an allegation is speculation and does not help in the authorities' efforts to conduct a fair and impartial investigation.

Morits Skaugen, CEO of IM Skaugen, owner of the Norgas operation, said: "Our sole aim here is to ensure that the absolute truth comes out about the events which led up to the accident on 26th September. It is our firm intention to co-operate in every way we can with the on-going investigations in Indonesia. It is important the investigation is impartial and contains all the facts. I believe the outcome of the investigation will uncover the full truth of the incident and that our Master did everything he could under the circumstances after the incident."

Norgas Carriers, which is a wholly owned subsidiary of IM Skaugen, also said that the voyage data recorder (Black Box) on the ship's bridge will be taken from the vessel thus enabling the data to be analysed in the presence of Indonesian National Transportation Safety Committee representatives.

The Harbour Master at the Port of Merak and his technical representatives will also be present at the handover.

Earlier, the company had said: "We can confirm the 'Norgas Cathinka's' cargo of propylene is secure and there is no pollution or environmental damage from our vessel." The vessel had sustained structural damage as a result of the collision, the Master said.