

From the Editor's Desk



ON SHIP'S SAFETY AND REGULATIONS:

Thanks to the wisdom and experience of all those who shared, inter-acting over the e-mail, facebook, linked-in etc. which we would compose after an after-thought considering future safety system for further consideration in the coming years. The scope and breadth of the discussions we are engaged with need be extremely impressive and I feel sure that the Maritime Safety Committee, would consider to appreciate making aware of the deliberations, conclusions and recommendations, within the pro-active group. I note with great satisfaction that we have considered wide ranging issues relating to a more goal-based, risk-based approach, with regard to data collection: as there is no doubt that more and better data, and the use of the latest methods to analyze them, are central to the development of future regulations based on risk. Second, there is no doubt in our minds that a safety culture that goes beyond mere compliance is essential in the future. Ships are becoming more complex and, as they do, we must move away from safety being simply a series of box-ticking exercises. That approach is not good enough now, and the administrative burden must be reduced. Third - and this is perhaps the most far reaching - you have considered whether the current safety regulatory framework is appropriate or not for responding to the future challenges and innovation and new technology associated with the ever-increasing sizes of ships and the need for compliance with environmental regulations; and, if we should change the safety system, how should we do that?

We note and talked about the most important human element, the need for its self-regulation, and value based education and training. The serious challenge maritime training institutes are now facing is to keep up with new technology and this must be addressed at large in a wider spectrum. Currently, the shipping industry is facing serious financial difficulties though they need to comply with regulations for marine environment protection. We are confident that IMO's Committees will take into account the cost of immediate compliance requirement and ensure the smooth implementation of pending IMO conventions. The subject of "Safety of ships" in the future; and discussions to follow for the future must cover all issues relating to ensuring competent seafarers, to give their best by being free of stress and fatigue in the work place; the required support for seafarers must be continuously addressed at IMO. We have touched upon various important issues and I believe that those issues raised will remain with us in the years to come when we discuss further exploring future safety regulations. On our trial for remote participation, it looks like we were successful and it was encouraging to have comments from participants from India, Indonesia, Panama and others, by way of the internet actively involved, to discuss productive issues. The expertise and eloquence of all the speakers and participants were beneficial to march ahead in progress, through their significant contributions. When we think back, we find it stimulating and thought-provoking and will leave it with fresh and renewed motivation to play your part in ushering in an exciting new era for ship safety.

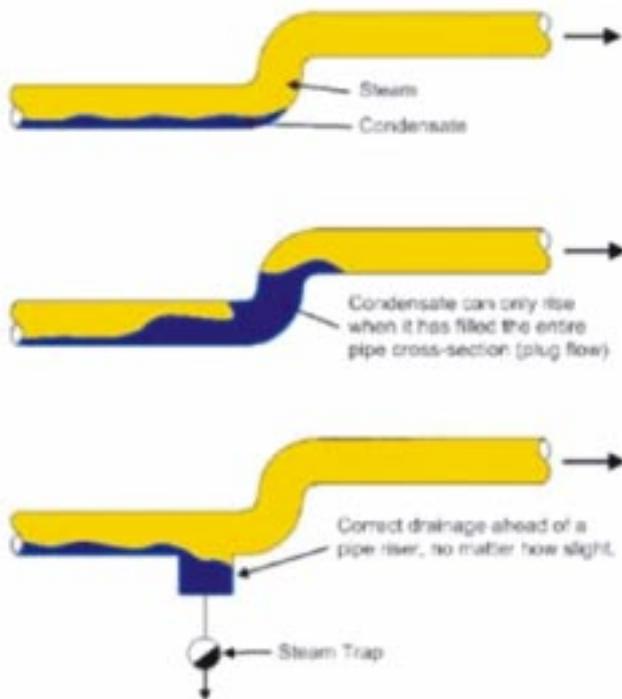
RULE OF LAW? Critical questions governing the use of armed guards in the fight against maritime piracy.

If laws proscribe and prohibit, there are cases of crimes that all systems of law proscribe and prohibit. These are crimes against humanity. Piracy is the oldest of these crimes and no matter whether there is Rule of Law or rule by law, piracy is prohibited as a crime. In international law there is the concept of 'jus cogens'. It means a crime within certain fundamental, overriding principles of international law, from which no derogation is ever permitted. Ultimately armed guards are present to protect property from theft and to protect persons against injury. However, under the Rule of Law such actions must be lawful as to property and marauder and defender. The Rule of Mammon or the Rule of Law Pg 1. White Paper AF-EN-204-330 (0513) White Paper. The Rule of Mammon or the Rule of Law? Critical questions governing the use of armed guards in the fight against maritime piracy By John A. C. Cartner, Member, AdvanFort Company Board of Advisors 11 John A. C. Cartner, M.Sc., M.B.A., LL.M., PhD, practices maritime law in the United States and in the United Kingdom and is an unrestricted master mariner (USA). To get more info please contact us at info@advanfort.com The Rule of Mammon or the Rule of Law Page 2, White Paper AF-EN-204-330 (0513). Under the Rule of Law such actions must be lawful as to property and marauder and defender. The question arises about piracy's rise in the latter day and civilization's reaction to it. Is the concern here the Rule of Law that is being violated or is it the Rule of Mammon that is being violated? Of the forces of the universe, only two-physics and money-follow immutable laws. Law is not immutable. Let us now inquire into Law and Money.

THE RULE OF LAW: What exactly is the Rule of Law? The definition is much more slippery than would expect. The generalized concept is often thought of as the authority, and therefore the influence, of law in society. In that sense, law describes behavior, proscribes that which ought not to be done, prescribes that which ought to be done, prohibits that which cannot be done and encourages that which should be done. Law in these senses includes the behaviors of both natural and corporate persons, and private as well as public persons and bodies. The modern phrase has been used since at least the 16th century. Most are wholly in favor of the Rule of Law as an intuitive concept; however it is elusive to define and has many formalized dimensions beyond it's merely intuitive and essentially phrase logical appeal.

Dr. Chandran Peechulli, Ph.D; FIE(India),M.Tech;MBA;(LLM), PgD.IMS; MSNAME(USA),C.Eng.,FIPE., Ex.Chief Engineer, G.M.Tech., D.P.A., Crossworld Shipping. Chief Consultant - Cee Cee industrial and Marine Management Consultants, Chief Editor: "Marine Waves"
www.themarinewaves.com Corporate Member: Chennai Press Club, Visiting Faculty : Maritime Institutions.

(contd. from page 2)



changes to steam blow, the steam valve should be opened further. This process has to be slow and extremely gradual.

After sometime the drain valve should be completely closed and the steam valve to be completely opened. This method prevents water from accumulating in the pipes and eventually stops water hammer.

How to do Intentional Grounding or Beaching of a Ship?

The master of the ship is the overall in charge of the operations while trading in international waters. When it comes to safety of the crew and ship, he has to quickly decide the course of action keeping in mind the after effects of the same.

One kind of emergency situation which can really test skills and ability of a ship's captain is -Beaching of the ship.

What is Beaching of the ship?

Beaching is a process wherein during an emergency situation a ship is intentionally taken towards shallow waters and at last grounded.

The word Beaching is used for such process because the type of emergency grounding is done only in those areas where the ground is of soft mud or sand (as in a Beach) in order to avoid



damage to ship's hull, propeller, rudder etc.

Why Beaching is done?

The three main reasons for which Beaching of ship is done are:

- To prevent loss of ship due to flooding when there is major damage below the water line of the ship
- To refloat the ship when satisfactory repair has been done and water tight integrity is restored
- In order to hand it over to the scrap yard

Procedure to Perform Beaching of Ship:

- Ballast the ship to its maximum capacity
- Check where the damage is more-bow side or stern side. Head with the damage side for beaching with 90 o to the tides
- Take all measure to avoid ship going parallel to the beach (throw weather anchor first)
- If approaching from astern due to stern damage, drop both the anchor at good distance so that they can assist the vessel in heaving when going water
- Sounding of all tanks must be done before and after beaching

An Irish aids to navigation vessel with multi-purpose capabilities:

The Irish Lights aids to navigation vessel ILV Granuaile is the third ship to bear this name. When delivered in January 2000, it was possibly the most advanced vessel of its type in the world. Designed to operate in difficult conditions offshore Ireland year round, it is fitted with dynamic positioning, azimuthing propellers, a bow thruster, and differential GPS. It carries a 20 tonne crane with an outreach of 20 meters for working buoys and other heavy objects over the side. As a towing vessel, it has a 40 tonne



bollard pull. It has a full suite for oil spill response and can also do hydrographic work. A landing deck for helicopters is located on the bow. In August 2008, the ship performed dive survey work at the protected wreck site of the RMS Lusitania off the south coast of Ireland. When not busy working for the Commissioners of Irish Lights or other government agencies, ILV Granuaile can be chartered for commercial operations. In the past, it has performed emergency towage, diving support, pipeline surveys, vibrocore samplings, and seismic surveys for private companies. The vessel is named for Granuaile O'Malley, a warrior queen from Clare Island on the west coast of central Ireland. Living from 1530 to 1603, the Sea Queen of Connaught led a band of warriors and sailors who raided passing ships and kept potential invaders at bay. Queen Elizabeth I finally invited her to London. Offered to be made a countess, Granuaile declined, but did accept an earldom for her young son, finally making peace with the English. Her son was later knighted as Sir Theobald Bourke and was created the first Viscount Mayo. ILV Granuaile continues that tradition, at times working in cooperation with Trinity House and the Northern Lighthouse Board of Scotland.