

From the Editor's Desk



Our request to qualified practicing Advocates. Do not become a "JUDGE" without equipping yourself with the "DIVINE -KNOWLEDGE" if to serve the "HUMAN SOCIETY" in a fair and just manner. Judge's mindset truly matters OR ELSE you carry the curses of whom you betray with injustices, for those who call at you for "JUSTICE". The "Veda" says that the first qualification of the judge should be the "DIVINE KNOWLEDGE "(yea tetra brahmanaah). "We are humans that think" We will never stop disagreeing, arguing and intellectually fighting with each other, because we're competitive. It's our competitive edge which brings out the best in us. It stimulates our crazy minds. That's what makes us, enlightened better. — Dr. CHANDRAN PEECHULLI

Why Corruption? Nobody is corrupt with their own family. Corruption is happening, because there is no sense of belonging. We need to create that belonging through satsangs as Gandhiji did. Lack of spirituality is leading to corruption.

— SRI SRI RAVI SHANKAR

*The Union Government's plan to set up a **National Maritime Authority**, in tune with the global trend, was in the news, which is an important initiative that can provide a much needed shot in the arm to improve the slack maritime administration. The Shape and Structure of the Authority is yet to be spelt out, but the indication is that it will be **on the lines of the proposed Civil Aviation Authority** - a centralized agency overseeing the activities of the sector. **This means the proposed authority will replace the Directorate General of Shipping, a department under the Shipping Ministry, which handles maritime administration under the existing regime.** The move would put India on the same page as the United States, the United Kingdom, the European Union and Australia that follow the model of independent maritime authorities. **Doubtlessly, the shift makes sense. For instance, the sector is governed by world regulations,** mainly adopted by agencies such as International Maritime Organisation. Ship owners and others engaged in sea trade have to comply with these rules, and it is the responsibility of a country's maritime administration to ensure these are implemented effectively. As more than 90 per cent of India's trade by volume and 70 per cent trade by value moves by sea, maritime transport is crucial. It also underscores that India needs a stronger maritime administration. **For the proposed authority to handle these challenges effectively, it would need to ensure: Functional and financial autonomy, and the size and quality of human and technical expertise.** While the autonomy requirement can be enshrined in the authority's constitution, the more important factor that can make the difference depends on the skill set. It is known that the weakness of India's maritime administration has more to do with shortage of experienced men to take up statutory surveys of ships and similar tasks.*

***Weakness of DG Shipping:** The role of a maritime administration comes under three categories. In technical terms, these are called flag state, port state and coastal state controls. The first deals with registration of ships flying the country's flag, the second covers mainly inspection of foreign ships calling at the country's coast and the third is basic facilitation services including pollution control, navigational warning and search and rescue operations. The DG Shipping handles all the three responsibilities. However, it is not adequately equipped to carry out its duties. Causes: What? and Why? Although there have been improvement in the working of DG Shipping since last two years, the administration is still fraught with legacy issues. The department is often headed by people without much needed exposure to the maritime administration, with "**Chalta hai**" attitude. By the time an incumbent gains some knowledge from the initial impetus, the person is transferred or retired. As a result, even efficient officers are unable to improve the system, lacking a coordinated system for inter-active sessions for a closely knitted team. There is a perennial shortage of technical hands due to conservative recruitment practice. This forces the directorate to outsource crucial statutory functions to **classifications societies such as Indian Register of Shipping.** This large scale outsourcing has raised concerns among ship owners and other stakeholders. It is clear that skill shortage is the bane of the maritime administration. There is no guarantee that the proposed authority would not face similar situation. So, the Central Government at New Delhi, needs to first ensure that the authority is manned by personnel with adequate theoretically and practically backed, hands on experience to lead with confidence.*

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), LLB., PgDLL., (L.L.M.). 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 - CeeCee Industrial & Marine Management Consultants. E-mail: chandranpeechulli@gmail.com, chandran.peechulli@yahoo.com, M107-5 & 12, No.29th Cross Street, Besant Nagar, Chennai-600090. +91-44-42018982. Mobile: 9444983905. www.themarinewaves.com, www.seafarersvoice.com

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So due to unsecurity and to protect themselves as I don't hail from that they assume am dangerous. Hence as he and them make this nightmare even more darker by letting this know to all the foreign nation prisoners as well, that Indian Prisoner; my self is an informer to Indian Embassy and intelligence above one and all. So none speak or stays with me and all the Indonesians avoid me and each prisoner has an intention to harm me.

All this was been already intimated to the Consulate Mr. Sanjeev Sharma Agarwal, Indian Embassy, Jakarta and alerted him of my unsecured life. The Times of India reporter mailed him and after several reminders, he had visited the prison. And he didn't bother to at least speak to higher officials and handle my security with intelligence. He failed to do so but made aware my statement to the other Indians indirectly. And now its obvious when they came; aware of my statement given to Indian Embassy, Jakarta my life here has become even more miserable.

Your good-self can refer this issue of 31st October 2014, when I have given statement. And all the 74 prisoners are witness. I plead to the Govt. of India, to handle and secure

me with intelligence. As it's very much true these officials should protect me from the Jail Authority as well. The Indian Embassy, Jakarta in order to protect themselves can go to any extent and whose might is such that they can claim a Rochet Muller never existed.

Today with the confidence given by Dr. Chandran, a director or Marine Waves and Excelo help line and the Times of India reporter who are the only two people who are even ready to listen to my plight here; I write this.

I sincerely pray whole heartedly, knowingly or unknowingly no other citizen of India or a human being should ever face this real dark nightmare. hour live with pain and shame. I have been abandoned and am totally helpless.

The above statement is true to the best of my knowledge.

For further details Contact Joseph, Ph.9842214249, above e-mail sent through TOI's Chennai Reporter, Arun Janardhan, Ph.9790806282 SIMILARLY SIX INDIANS LANGUISHING IN TOGO PRISON. High times the Govt. of India take steps to bring all the Indians back to their country, to establish that our INDIAN GOVERNMENT AT PRESENT IS A TRUE "PEOPLE'S GOVERNMENT".

World Info Desk

PM Modi calls for respect for global maritime norms: Prime Minister Narendra Modi on Wednesday told the ASEAN that all nations have a responsibility to follow international law and norms on maritime issues.

"All have responsibility that we follow international law and norms on maritime issues as we do in realm of air," Modi told leaders of southeast Asian nations at the 12th India-ASEAN summit in the Myanmarese capital.

The Prime Minister's statement assumes significance in the



context of China's maritime disputes with some southeast Asian countries.

Though Modi did not name any country but the comments may be seen as targeting China which is engaged in maritime territorial disputes with a number of its neighbours, including Japan, Vietnam and the Philippines.

During his recent US visit, Modi and President Barack Obama had pledged to intensify cooperation in maritime security to ensure freedom of navigation in comments that came against the backdrop of China's expanding maritime ambitions.

They had stressed the importance of safeguarding maritime security and ensuring freedom of navigation and over flight throughout the region especially in the South China Sea.

During his Japan visit as well, Modi had deplored the "expansionist" tendency among some countries which "encroach" upon seas of others, in oblique comments against China which also has a maritime dispute with Japan over islands in the East China Sea.

ASEAN comprises 10 countries - Brunei, Cambodia, Indonesia, Laos, Malaysia, Myanmar, the Philippines, Singapore, Thailand and Vietnam.

Real Life Accident: Electrician Crushed To Death By Travelling Gantry Crane:

The vessel was in port and routine 'travelling man oeuvres' of the vessel's gantry crane by a ship's officer were being undertaken. The assistant electrician, probably standing near the top of the hatch access ladder, was caught and fatally crushed between the hatch lifting hook and the guide beam of the moving gantry crane.

At the time of the accident, this hatch lid was double stacked on another lid. The little clearance between the guide beam on the aft leg of the gantry crane and fittings on the hatch lids is even further reduced when they are double stacked. Each gantry crane was fitted with warning devices that operated automatically whenever the gantry crane travelled along the length of the deck.