



VOL: 1 No. 2 BE INFORMED "BEST" WITH A PURSUIT TO TAKE EFFECTIVE DECISIONS FEBRUARY 2005

OSG Tanker (Ship's) Captain murdered onboard



The Master of the OSG-owned Aframax tanker Overseas Josefa Camejo died after being stabbed in an incident onboard, Off. Brixham, UK. A statement issued on behalf of the US owner said: "Despite medical attention being administered by trained members of the crew and by an emergency medical team dispatched to the vessel, the master's injuries proved fatal. OSG is greatly shocked by this incident and extends their very deepest sympathy to all the family members and friends concerned." Local police has treated the case as murder. It was suspected that the suspect may have gone overboard. UK's Maritime and Coastguard Agency carried search for four hours. The vessel is a 2001 built double hull tanker manned by a Filipino crew and officers, was on a passage from Venezuela to Sweden with a cargo of crude oil. OSG issued a further statement this morning saying: "Despite an exhaustive search of the area by the UK Coast Guard, the missing crew member has not been recovered. "Company superintendent and personnel officers were on site and working closely with the authorities. An experienced master has also been dispatched and is now on board the vessel. As well as ensuring the continued safe operation of the Overseas Josefa Camejo, he will be able to offer support and guidance to the 25 officers and crew still on board."

"The widow of the deceased master, flown to the UK from her home in the Philippines. Every effort and consideration made to make her visit as painless as possible at this most difficult time. The company's thoughts and sympathies remain with her and family.

Cargo ship brought back to safety



The Sea Fox had power but was listing (RAF footage) Barra lifeboat went to help the 10-man crew of the stricken Sea Fox and rescue helicopters were put on standby. The Latvian vessel, which weighs more than 2,000 tonnes and was carrying timber, was caught in a force nine gale on Thursday morning. Clyde Coastguard said the Sea Fox made it to Castlebay on the island of Barra under its own power. The master of the cargo vessel contacted the coastguard at 0945 GMT and said the ship's load had shifted in heavy seas. Cargo of timber The vessel, which was 13 miles west of Tiree, had power but was listing 50 degrees to port. The incident was treated as an emergency by Clyde Coastguard, although there had been no reports of injury among the Latvian crew.

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Attention Seafarers!

In case of Emergency seek Help while in Indian waters / Indian EEZ,
Contact: INDIAN COAST GUARD

(Dial City Code)

followed by **1718**



Fewer piracy attacks in 2004, but more death



The Malacca Straits are notorious for Pirate attacks

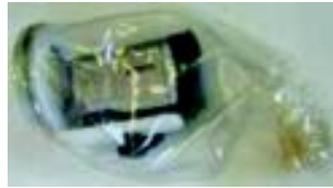
THERE were 325 reported attacks against ships last year, as compared to 445 in 2003, according to the 2004 Piracy Report released by the ICC International Maritime Bureau (IMB), more seafarers were murdered. But IMB cautions: "Though the numbers have dropped, the violence continues and remains at high levels. The number of crew killed increased to 30 as compared to 21 in 2003." Eighty-six crewmembers were kidnapped and ransoms demanded for their release. Although the decline in the number of attacks is to be welcomed, there is concern that in some key hot spots the situation has deteriorated," said Capt Pottengal Mukundan, Director of the ICC International Maritime Bureau (IMB) which runs the IMB Piracy Reporting Centre. "There is an increase in the attacks in the Malacca Straits. Violence in the attacks in Nigeria has increased. Attacks in Lagos accounted for the highest number reported in a single port. Balikpapan, a major oil port in Indonesia had the third highest number of attacks reported. Overall, the vulnerable vessels such as tankers accounted for over a quarter of all attacks". Indonesia continued to record the highest number of attacks with 93 reported incidents in 2004. IMB commented: "This is a welcome drop from 121 in 2003 but it still accounts for more than one quarter of the worldwide incidents of piracy and armed robbery against ships." Attacks in Malacca Straits are ranked second highest with 37 incidents. Many of these attacks were serious and involved vessels being fired upon and crew kidnapped for ransom. During 2004, 36 crew members were kidnapped, four killed and three injured in the Malacca Straits. Attacks in Nigeria decreased from 39 in 2003 to 28 in 2004. However, Nigeria still has third highest number of incidents and is regarded as the most dangerous area in Africa for piracy and armed robbery. Other countries and areas where there is a marked increase of reported attacks include Malaysia, Singapore Straits, South China Sea and Haiti.

Chemical tanker attacked off Singapore

TEN masked pirates armed with guns and long knives boarded a chemical tanker underway in the Singapore Strait last Wednesday. The ICC International Maritime Bureau's latest weekly report says the attack occurred in the early hours of last Wednesday, East of Singapore. The pirates tried to break the bridge window glass but didn't succeed and escaped empty handed. The master raised the alarm, sounded the ship's whistle and reported to VTIS Singapore. The Singapore Marine Police responded and searched the area without finding the attackers. The Singapore Strait attack was one of seven reported worldwide, though none was from the Malacca Strait area which has been quiet since the Indian Ocean tsunami struck on Boxing Day. There were however two incidents in other parts of Indonesia. On Thursday, in the Luzon Strait, South China Sea, a small craft doing 20 kts approached a bulk carrier underway at its starboard side. The IMB says that the duty officer raised the alarm and took evasive manoeuvres. The crew switched on deck lights, directed searchlights and activated fire hoses. The attempt to board was aborted and the craft fled.

New underwater acoustic camera:

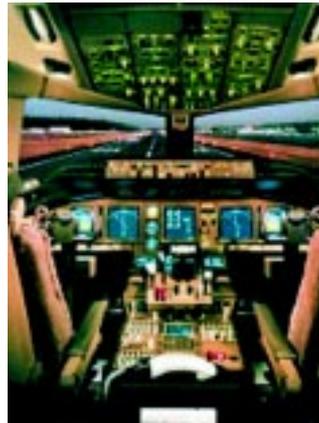
With so much of the planet covered by oceans, quite a bit of the landscape underwater is unknown. Scanning techniques have been ineffective until recently, and charts still use the depths that Captain



Cook measured with lead lines. But a new technology at the CodaOctopus laboratory at the Cardiff University in Wales is set to change that. Chris Wooldridge's team will map extensive areas off the coast of Wales to create a virtual reality image, allowing scientists to "walk" the seabed from the laboratory, or from aboard a vessel offshore. Their Echoscope uses an array of more than 16,000 sonar beams to create an instantaneous, real-time image, instead of traditional tools that use only one beam. With luck, accidents like the USS San Francisco running into an underwater mountain won't happen anymore.

US 'spies in sky' plan for airliners to track ships

Commercial aircraft in Pacific Great Circle will be asked to provide data on ships within 2,000 miles of US coast, writes Rajesh Joshi in New York THE US plans to harness commercial aircraft on the Pacific Great Circle Route to generate identification data about ships sailing



within 2,000 nautical miles of its shores, a senior US Coast Guard official has said. The coast guard is also mulling a proposal to make the Automated Mutual-Assistance Vessel Rescue system, or Amver, mandatory, so that these data could help fulfil its intention of tracking every merchant ship sailing within 2,000 miles. However Jeff High, the coast guard's director for maritime domain awareness, insisted at the MarineLog maritime security conference in Washington that the Amver proposal would be routed through international organisations, and was strictly a long-term plan.

Nor-Shipping 2005

The U.S. Commercial Service at the American Embassy will together with the U.S. trade show recruiter McNabb Marketing Resources and the Norwegian trade show and conference organizer Norway Trade Fairs organize an official USA Pavilion at the 20th international shipping and maritime exhibition and conference Nor-Shipping 2005.

in Oslo, Norway, June 7-10, 2005. This will be one of the most important shipping-related events in the world in 2005 with participation from all corners of the globe. Nor-Shipping 2005 is expected to attract more than 1,300 exhibiting shipping-related companies from 50 different countries. Total net stand area will exceed 25,000 square meters and will include 20 national pavilions. Staged in the heart of one of the world's most dynamic shipping countries, Nor-Shipping has a well-established tradition of presenting the latest developments in the shipping industry. More than 15,000 decision making industry professionals are expected to visit Nor-Shipping 2005, making it one of the world's foremost shipping industry gatherings.

From the Editor's Desk

The bureaucrats in the National Maritime Administration, needs to be properly backed up with better qualified dedicated marine professionals, keeping to the times, as there is ample scope to bring about a sea-change to the happenings out at sea, the poor administration reflects over its limitation, causing inability for UPSC to pick up the best qualified, dedicated marine professionals into Shipping. Supremacy needs to be exhibited by one's action and attitude and not by harassing those who call at them. I recall Electrical officers (Non-I.N.) who takes the help of the (ratings) crew, for writing even a simple leave application, are still floating officers, without the need of a competency certificate of the Directorate, no hassles with MMD, but enjoys status of a full fledged officer onboard. While these days, it is deemed necessary for a seaman to obtain a Certificate of Competency as a Rating, forming a part of the Navigational Watch. The new breed of seamen (qualified) after adequate years of sea experience, on appearing for Orals are failed, come out from MMD grumbling, saying 'failed' on account of the Surveyor's mood was bad. **Its unfair.**

They need to know, what is expected of them, rather than face uncertainties. Could the learned Surveyor, brief the prospective seamen on their filing papers for the orals, towards transparency. The outstation members, calling in MMD for orals, incurring boarding and lodging being away from family, as out at sea. **Calls for attitudinal changes.**

Its wrong for the shore-based mariners to compare their past earnings nor with the active seafarers wages at sea (occupational hazards at sea, living with all constraints of limited resources more particularly away from their close and near dear ones) while its out of greed they compare, after securing a place in the nation's shore-based salary of the government /private department and find ways to earn more money, giving room for corruption. The need for a **Maritime Watchdog** for Operational Audit in Shipping, more particularly to crack-down the middlemen's role, supporting and strengthening corruption. This area is very less studied to eliminate loopholes and produce better results. Only then significant results of global standards will emerge. Our **Merchant fleet** needs to be manned only by those who are physically and mentally strong. This is a place for the tough guys to meet the hard life, out in the deep rough seas and not a place for sympathetic consideration of the handicapped or for the minority community for reservations. **Emergency response decisions** out at sea in particular, with all limitations and constraints, calls for "pragmatic and quick decisions" to put life back on the rails. Alertness, activeness and smartness with timely presence of mind to achieve, answers the internal security onboard from piracy and external threats. Owing to increased mandatory courses for study and the preparatory courses for promotional examinations, made seafarers busy ashore while on their hard earned leave, restricting them from being with their family, followed by tremendous work pressure while onboard, due to quick turnaround, reduced manning with increased work-load causing increased fatigue and stress. If one falls sick, the workload has to be shared within this squeezed manning onboard. Restrictions to shore leave and genuine medical needs to see doctor, causes discord amongst the ship-staff onboard. **The Navigating Officers and the Marine Engineers** have a multi-disciplinary role while onboard, equipping themselves with technical, managerial, social and ethical awareness. The supervising senior officers onboard gets sandwiched between the working subordinates and the shore-based management. Imperative to expose this, one can therefore imagine the amount of mental stress caused besides the physical fatigue. The recent murder incident, three miles off Brixham of the 34-year-old Filipino Master (Capt.) onboard on a 250m long crude carrier, 100,000 tonne tanker "Overseas Josef a Camejo" being stabbed to death by a crew member, the instinct of his mind to do that, should cause concern to the shipping industry as a whole. It's a lesson to the Senior Officers onboard of a vessel not to provoke or cause unwanted pressure to subordinates who are under terrible stress, not to hurt their sentiments badly, applying cheap tactics. A realistic study could be made, calling for opinion/suggestions from the active Seafarers working with Indian / Foreign Shipping Companies, Management of Shipping Companies, Senior Marine professionals (sailing and non-sailing), Associated Organisations/Associations/Unions/Social Activists and all those interested etc. Positive Inter-actions will arrive at a consensus, towards pursuit to excellence in Shipping. **Merchant Navy is the nations second line of defence** as well, which should be borne in mind, for maintaining a strong young team with sustenance of a sound mind and a strong body, which primarily answers the internal security onboard from piracy and external threats. The need for the nation's **Regional Coast-Guard**, to have the manning list of ship's crew of the incoming and outgoing vessels from port, for national security. challenges. The subject of internal security onboard the vessels will then be addressed by the really competent personnel with courage, confidence and determination, in achieving the goal more efficiently.

Dr. Chandran Peechulli

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BREAKING NEWS AROUND

- ASL Marine seeks partner for profit potential
- Billung to head Golden Ocean management operation
- Booming results and buyback help Shell sweeten reserves pill
- BP-TNK plans Balkan pipeline to sidestep shipping bottlenecks
- Brussels to propose 'shock' classification move
- Capesize bonanza to continue on back of iron ore rush
- Changes at top for P&O Nedlloyd and SCT
- China Merchants inks contract at Universal for VLCC
- CMA CGM and CSCL link up for transpacific service
- Crew man dies as panamax bulker leaves Newcastle
- Dryships boosts IPO to 13m shares
- Euronav exercises option on E-3 VLCC
- Evergreen Marine triples net profit
- Exel appoints Pattulo to head EMEA operations
- ExxonMobil results power Ahd. despite falling Prodn.
- Fesco starts Sakhalin-Korea container service
- France upbeat on Germany naval yards merger
- Genmar jumps on dividend bandwagon
- Georgia sells national carrier to Anglo-Australian consortium for \$161m
- Golden Ocean swoops for Jinhui stake
- Hanjin Heavy results hit by soaring steel costs
- Hong Kong's River Terminal stakes claim on International trade
- HPH extends Karachi lease
- Hyundai Heavy Industries hit by steel price rises
- Indonesia eyes merger of port companies
- Jinhui predicts 300% increase in profit for shipping
- Keppel bags Awilco jack-up rig order
- Korean shipbuilding stocks hit historic highs
- Malaysian Merchant Marine draws up Tanker shopping list
- Master of OSG tanker dies from stab-wound
- MISC dismisses bulker sale allegations
- Norddeutsche Vermögen orders Chinese boxship quartet
- Oil exploration growth boosts Keppel 2004 results
- Opec decision boosts VLCC rates
- Orient Overseas 2004 turnover increase could beat 30%
- PCL offloads handymax quartet
- Pertamina doubles February fuel oil imports
- Profits at China's third largest steelmaker grow fivefold
- PT Arpeni makes debut transaction for DVB Islamic fund
- PT PAL bags Italian chemical tanker pair
- Rise in land-based bugs means more clean-ups for cruise lines
- Røkke sets up new liner company
- S&P to downgrade Genmar rating after dividend payment
- SembCorp subsidiary signs \$134m rig contract with Apexindo
- SembCorp subsidiary signs \$134m rig contract with Apexindo
- Singapore appoints Tokyo Gas for LNG feasibility study
- Singapore registry retains top Asian slot
- Singapore unveils new port security team
- South Korea's oldest shipyard dock to close
- South Korean yards to remain ahead of the field
- ST Marine clinches order for boxship duo
- STX Pan Ocean inks product tanker order with yard affiliate
- Sulphuric acid leaks from container at Helsingborg
- TEN sells first of remaining three single skin tankers
- That's the way to do it, Hyundai Mipo tells parent
- ThyssenKrupp denies Corus takeover talk
- Titan and Zhejiang Shengsi Haixin still talking over Yangshan fuel facility
- VT Group adds \$188m to orderbook
- Wallem and Vogemann tie up for dry bulk chartering
- Wartsila and CSIC form engine joint venture
- Wartsila cool on long term engine demand
- World economic output and trade to slow, UN warns
- Breakthrough for ME engines in LNG carrier sector
- BSM and Goltens find success in Asia and Middle East
- Videotel shortlisted for Dubai International Maritime Awards
- UK faces tough fight to retain role as leading insurance centre
- MacGREGOR supplies cargo access systems for Flensburg RoRo ship projects.
- SeaWave releases suite of IT applications for remote fleet management
- NAPA snags HHI contract
- SAM Electronics announces major contract win
- Record year for Filtration and Separation
- IRS issues pollution legislation warning
- Hi-Tec earns 'top trading partner' status from Graco
- Heidenreich Lightering Services receives ISO 9001:2000 certification
- Svitzer enhances tug engineers skills
- Wartsila to establish thruster production plant in China
- Telenor announces Inmarsat A service changes
- ShipServ shortlisted for innovation award
- New TV-FM-AM antenna resistant to AIS interference
- Lloyds Register Asia engaged for major CAP contract
- SES unveils latest version of Smart software
- RINA to take leading role in EU technology platform support
- ME boosts rescue boat range
- Regional approach needs regional expertise- Multiport.
- KR reports successful 2004
- New TV-FM-AM antenna resistant to AIS interference
- MTS announces new appointment
- Gray Page Auth. for Satamatics Ocean Alert system
- NME boosts rescue boat range
- Owners rush for extra fuel protection

Significant Ships of 2004: The fifteenth issue of this annual RINA publication features a total of approximately fifty of the most innovative and important commercial designs delivered during the year by shipyards worldwide. Following the successful format of previous editions, Significant Ships of 2004 includes a cross-section of ship types, with each vessel being either representative of its type or singularly significant. Each ship description comprises a concise technical description, extensive tabular principal particulars including major equipment suppliers, detailed general arrangement plans and a colour ship photograph.

RINA Invites Professional Contributions: The International Journal of Maritime Engineering provides a forum for the reporting and discussion on technical and scientific issues associated with the design and construction of marine vessels and offshore structures. The IJME is published four times a year as Part A of the Transactions of The Royal Institution of Naval Architects. Contributions in the form of scientific and technical papers and notes on all aspects of maritime engineering, together with discussion on published papers are welcomed.

RINA Networking & Discussion: Got a question about general or technical marine issues and can't seem to find a solution? Why not post it on our discussion forums — you just might find the answer you're looking for! Visit, submit new topics and get advice from industry experts.

China's Shipbuilding Industry Advancing: China's shipbuilding industry had a very good 2004 completing shipbuilding orders representing 3.57 million tons and growing by 64.5%. The export sector achieved even higher growth of 73.8%. China State Shipbuilding Corporation (CSSC), a major local player, received orders representing 4.6 million tons in 2004 with 88.5% from foreign owners. The total orders accumulated by CSSC to date equal to 13 million tons.

HHI receives order for ultra-large containerships: Hyundai Heavy Industries has secured a contract

from COSCO to build four 10,000 TEU ultra-large containerships. According to HHI, this is the largest containership* ever to be built in the world.

Catamaran hitches a lift with Contship: Containerlines Contship Containerlines' Tamarind is carrying American entrepreneur Steve Fossett's catamaran from Europe to the Middle East to start the Oryx Quest 2005 round-the-world yacht race.

Hatsu set to grow on the North Atlantic: 2005 will be a big year for Hatsu Marine Limited. Not only will it be adding to its fleet with the delivery of several new UK-flag post-Panamax containerships, it will also be increasing its capacity on key routes.

2005 will be a big year for Hatsu Marine Limited: Not only will it be adding to its fleet with the delivery of several new UK-flag post-Panamax containerships, it will also be increasing its capacity on key routes.

CMA CGM and P&O Nedlloyd co-operate on East Med / Black Sea route. CMA CGM and P&O Nedlloyd are pleased to announce that they have signed a cooperation agreement on the Bex I and Bex II.

Canada's import and export trade through the Port of Vancouver grew 11% to 73.9 million tonnes in 2004, with shipments of sulphur, potash and containers reaching record levels. Containers increased by 8% to 1.66 million TEU.

HYUNDAI Merchant Marine is close to finalising what would be its largest en bloc ship order of all time.

ICS rejects EU pollution mandate: THE International Chamber of Shipping has mounted a fierce attack on the European Union for pressing ahead with action which seeks to criminalise those involved in accidental pollution, in direct contravention of the international Marpol Convention.

Fredriksen turns attention to Jinhui: TANKER giant-turned-dry-bulk player John Fredriksen's new plunge into the dry bulk sector is sending tremors from Scandinavia to H.K.

US and Asian countries head anti-competitive practices THE US, Korea, Thailand and the Philippines, are the most restrictive markets in the Asia-Pacific region for maritime services, international experts have told a global forum.

Economy gallops ahead on back of oil price windfall OMAN'S economy continues to be in excellent shape, boosted to a large extent by high world oil prices.

Muscat switches track to main line: THE dynamism of the Oman shipping market is fully reflected in the strong growth experienced by Muscat's Port Sultan Qaboos port across a number of traffic sectors last year.

Record year lifts GAC market share: GAC Oman enjoys a record-breaking year in 2004, as leading ship agency company, handled its highest number of vessels ever in Omani ports.

Soy in boxes set to boost US-Asia trade: DRY bulk analysts' opinions are divided when asked whether container trade along routes from the US to Asia will see an increase following rumours of Chinese interest in containerised imports of soyabeans.

Record Shell profits soured by new reserve cuts: Oil price surge and firm refining margins yield \$18.5bn, writes Martyn Wingrove ROYAL Dutch/Shell has reported the largest profits ever for a UK company, with a record net income of \$18.5bn exceeding analysts' expectations, on the back of surging oil prices and strong refining margins.

Oil major hopes to see end of reserves saga: ROYAL Dutch/Shell hopes it can finally close the book on the hydrocarbon reserves downgrades that have plagued it since the start of last year when the scandal first broke.

Alarm bells ring as Asia to Europe box trades falter: AFTER two bumper years the Asia-to-Europe container trades have suddenly stalled, sending a shiver of alarm

through the market.

Wallenius Wilhelmsen dumps Southampton Container Handling for ABP:

WALLENIUS Wilhelmsen has dropped Southampton Cargo Handling as its stevedore at Southampton, and switched its business to a unit of Associated British Ports.

Petreddec makes \$166m VLGC

move: Petreddec, a leading liquefied petroleum gas trading and shipping company, has ordered two very large gas carriers from South Korea's Hyundai Heavy Industries in a deal worth \$166m, according to shipbroking reports.

Sovcomflot targets 50% expansion in five years:

A FIVE-YEAR plan embracing a 50% increase in the fleet and spending of more than \$750m has been announced by Sovcomflot, Russia's largest shipping company.

Oil majors gush over slick set of results:

OIL prices were their highest for decades in 2004, pushed ever upwards by strong demand growth in China and India, while at the same time producers were finding it hard to keep up.

Southeast Asia hijackings spark 'phantom tugs' fears:

PIRACY watchdog the International Maritime Bureau warns that a fleet of phantom tugs may be plying southeast Asian waters after a spate of hijackings.

Bumper wheat harvest set to boost carriers:

Analysts are predicting increased activity along routes from South America to Asia for panamax and handymax vessels following an announcement of a 22% increase in wheat exports by the Argentine government.

Hormuz fears if Bush comes to shove:

PRESIDENT George W Bush's state of the union address this week branded Iran as "the world's primary state sponsor of terror", renewing speculation that military action against the country could be on the cards.

Economic uncertainty fuels global go-slow fears:

WHILE the heavy lift shipping sector is currently

enjoying a surge of activity — although many participants complain that rates achieved do not reflect the long term investment necessary to maintain a modern fleet there are increasing fears that the current global economic uncertainty may impact on future prospects.

15,800-mile voyage grabs a record for Dockwise:

DOCKWISE Shipping has set a new record by carrying BP's 59,500-ton semi-submersible Thunder Horse platform from Korea to Corpus Christi in the US.

ICS rejects EU pollution

mandate: THE International Chamber of Shipping has mounted a fierce attack on the European Union for pressing ahead with action which seeks to criminalise those involved in accidental pollution, in direct contravention .

Georgia may market itself as FoC as Marine Capital says

deal is not done: GEORGIA could soon be marketing itself as a flag of convenience, under proposals put forward by the British-controlled offshore company likely to take control of the state tanker fleet shortly.

Mitropoulos backs sustainability efforts:

INTERNATIONAL Maritime Organization secretary-general Efthimios Mitropoulos urged the maritime industry yesterday to evaluate its benefits and disadvantages in searching for sustainable shipping for the future.

ABP tipped to win government approval for new terminal in Hull:

ASSOCIATED British Ports looks to have finally secured government backing for a new container terminal in Hull, almost a decade after the scheme was first put forward.

BRUSSELS is set to propose new regulations for classification societies as part of a surprise addition to the forthcoming package of European Union maritime safety legislation.

Marsh will pay \$850m and seek share value restoration after Spitzer investigation:

MARSH & McLennan Cos, the financial services group that includes the world's largest insurance brokerage, is to pay \$850m to settle an investigation into

charges it sought money from insurance companies to steer clients their way.

Low value cargo rates must rise, say operators:

CONFERENCE lines operating services between Europe and Asia are not prepared to carry low value cargo at current freight rates.

Heath Lambert sees clarity and fairness as Spitzer fallout:

A MORE transparent marketplace and a more level playing field are developing in insurance broking in the wake of the Spitzer investigations, according to the annual state-of-the-market report from London-based broker Heath Lambert.

Bullish AMA on lookout for a larger slice of transport pie:

ALBEIT self-effacing and modest, platitudes do surface in the vocabulary employed by American Marine Advisors to explain itself to the world. "American Marine Advisors is the only merchant banking firm in the US exclusively focused on the maritime industry," reads the first line of the AMA website, telling readers a few lines later that "AMA is helping transform the maritime industry".

USCG looks at problem of witness treatment:

THE US Coast Guard has responded to complaints about the alleged mistreatment of seafarers acting as material witnesses in environmental crime cases, stressing its concern for their welfare and pledging to work with their advocates to find a solution where problems exist.

Capesize owners head for the bank:

CAPESIZE owners are rubbing their already dollar- strewn palms with glee at the latest iron ore import projections for China this year.

Knutsen order offers lifeline to Izar:

NORWAY'S Knutsen OAS has placed an order for a 138,000 cu m liquefied natural gas carrier with the Spanish shipbuilder Izar.

Ice crisis forces rethink on Stena training:

SWEDISH tanker heavyweight Stena Bulk is to concentrate solely on ice-class crew training at its Glasgow-based cadet school as the industry faces a crippling shortage of mariners trained for harsh winter climates.

PT Arpeni IPO to fund aggressive expansion:

EXPANDING Indonesian shipowner PT Arpeni Pratama Ocean Line plans to raise Rupiah600bn (US\$66m) from a stock market listing on the Jakarta Stock Exchange.

Sweden's Stena Bulk steals a march on Russian oil transport boom:

SIBERIAN oil is underwriting hopes of economic take-off for Russia and with a huge increase poised to feed world markets over the next decade there is lucrative business to be won for tanker operators in the Baltic Sea.

Karachi port feasibility study allowed in Tasman Spirit case:

A HIGH Court judge has agreed to a request by the owner of the Tasman Spirit for disclosure of survey information for use in an arbitration argument over whether the port of Karachi was unsafe when the ship grounded.

The two faces of human error:

It has become politically incorrect to talk about "idiot-proofing", but there is a lot to be said for it. These days, if you are trying to sell a car, engine, ship, kitchen appliance or even a corkscrew, you would not start out by saying: "We know you are technically inept and possibly even stupid, but we have made our product in such a way that even you couldn't break it." It would probably contravene several European Directives.

CMA CGM casts an eye over state-owned ferry operation:

FRENCH group CMA CGM has indicated that it could be interested in taking a stake in the France-North Africa lines of state-owned ferry operator SNCM.

Port activity soars amid infrastructure upgrade:

SCANDINAVIA'S largest port facility in Gothenburg is looking at record cargo volumes for 2004 as upgrades continue with a SKr240m (\$34.4m) investment in a trio of container cranes from China.

Stena looks to Russia for newbuild venture:

RUSSIA was the focus for the Swedish shipping community gathered this month in

Gothenburg, including Stena RoRo management in the wake of their decision last year to venture with Norwegian shipbuilder Fosen Mekaniske into Russian shipyards.

Frontline deal underlines strong demand for VLCCs:

WITH freight rates for very large crude carriers expected to firm in the coming weeks, demand for secondhand examples of this vessel type continues to exceed available tonnage.

Mitropoulos opens dialogue with EU commissioner Borg:

INTERNATIONAL Maritime Organisation secretary-general Efthimos Mitropoulos has met Joe Borg, European commissioner responsible for fisheries and maritime affairs.

Cheniere unveils giant LNG facility blueprint:

Cheniere Energy has unveiled plans to construct North America's largest liquefied natural gas import terminal, a facility capable of handling the biggest vessels on the drawing board.

CMA CGM ditches French flag plan for new quartet:

FRENCH liner company CMA CGM has axed plans to put four newly ordered vessels under the French flag, opting instead for the British flag.

ASP denies any part in Georgia deal:

THE ASP Ship Management Group denied yesterday that it was part of a consortium reported to have bought the state-owned Georgia Ocean Shipping Co for \$161m.

'Rogue' wave surge prompts calls for design rules reform:

NUMAST has called for the move towards goal-based standards for ship construction to be reversed, in a drive to persuade flag states that a new set of prescriptive rules is what is required at the International Maritime Organization.

Genmar joins payout bandwagon:

GENERAL Maritime, which has attracted takeover interest from Frontline, has finally clambered aboard the dividend bandwagon, applying an immediate fillip to its share price.

How salvaging the listing and burning ro-ro Schieborg and

saving its crew became a race against time:

ON Saturday January 8 the 21,005 gross tons Dutch-owned Schieborg was struck by a huge wave during a violent storm 50 miles east of Esbjerg.

New dock promises more success for buoyant Antwerp:

THE port of Antwerp has begun the new year in jubilant mood as provisional figures suggest it broke through the significant milestone of 150m tonnes for the first time in December, allied to the opening of its controversial Deurganck dock this year.

Europe flexes maritime muscles with global vision:

INDUSTRY and government have given birth to the body expected to secure the global pre-eminence of the European Union's maritime industry for the next 15 years: the waterborne transport technology platform.

Verheugen admits South Korea 'failure':

EUROPEAN Industry Commissioner Günther Verheugen has acknowledged formally for the first time that the European Union has failed to press shipbuilding subsidy charges against South Korea.

CNAN chairman and officers arrested over ship deaths:

ALGERIA'S state-owned shipping company, CNAN, was in a state of shock yesterday following the arrest of its chairman, Ali Koudil, and four other senior officers over the accidents which claimed the lives of 16 of the company's seafarers in the port of Algiers in November.

'Anglo-Australian consortium' has Georgia on its mind:

GEORGIA Ocean Shipping Co appears finally to have been privatised, with a Western consortium named as the buyer, although exact details remain unconfirmed.

Shipping takes lead in tsunami aid effort:

IT IS one month since the Asian Tsunami wreaked massive devastation on the Indonesian province of Aceh, leaving more than 220,000 dead.

Korean yard stocks soar:

Korean Ship- building stocks burst higher

at the opening bell yesterday and sprinted to historic highs.

Box line boost puts OOIL on course for a record result:

(OOIL) ORIENT Overseas (International) is on course to report another stellar set of record financial results, with at least a 30% rise in turnover to about \$4bn, when it reports 2004 annual figures.

Why Germany's maritime industries are making a bang in Berlin:

THE maritime industries should "leave the corner of modesty", German Chancellor Gerhard Schröder told more than 800 industry representatives at the country's 4th National Maritime Conference this week: "The importance of the maritime industries is widely underestimated."

Deepsea car carriers prepare to step up a gear:

THE global car carrier market remained extremely healthy during 2004, continuing the pattern set the previous year, with most operators reporting that their ships sailed full to almost all destinations.

Asian exports may drive Hual to double-digit growth again:

DESPITE facing capacity constraints in a significantly under-tonnaged market, the Oslo-based car carrier, Hual, achieved double-digit growth in carryings last year.

Grimaldi changes Med ro-ro links to satisfy car makers:

THE Naples-based Grimaldi shipping group has implemented a number of significant changes to its Europe-

Mediterranean ro-ro services over the past year, primarily to meet the requirements of its car manufacturing clients for increased frequency and shorter transit times.

NYK revs up newbuilding programme:

JAPANESE car carrier operator NYK has consolidated its position as the market leader in this sector, transporting around 2.5m cars worldwide during 2004.

K Line grabs a bigger slice of global car transportation:

K LINE has significantly increased its share of the global car transportation market during the past year, carrying a total of around 2.55m units, including over 500,000 units which were moved on the intra-Europe trades by its KESS short-sea subsidiary.

UN report forecasts global slowdown:

GROWTH in world output is forecast to increase by 3.25% this year, down from last year's 4%, with the US and China the main drivers, a United Nations report released on Tuesday predicts.

Torm plans \$250m bulk buy as profits rise:

DANISH product tanker and bulk operator Torm is to spend \$250m on the addition of six vessels to its fleet, as it revealed strong market conditions will bring higher-than-expected results for 2004.

ShipServ: software company that plays hardball:

CHRISTMAS came late for ShipServ, but it was worth the wait. Having already had a pretty

successful 2004, the early weeks of the New Year saw the company ink deals with NYK Shipmanagement (Singapore) and the South Korean government.

Sembawang Kimtrans stokes up Indonesia coal barging:

SEMBAWANG Kimtrans is targeting 20% annual growth from Indonesian coal logistics and is investing S\$30m (US\$18m) over the next two years.

Opec watches market to keep oil prices high:

FURTHER Middle East oil production cuts are unlikely this year due to stronger expected demand and lower than anticipated output from areas outside the world's key oil suppliers.

ISPS - six months on and it remains too early to celebrate real victory:

During its first six months, the ship security element to the International Ship and Port Facility Security Code seems to have run quite smoothly, as some 30,000 ships were properly certified, or were in an acceptable progression towards certification at the July 1 date of enforcement.

Britain unveils places of refuge list:

THE British Maritime and Coastguard Agency has made public the inventory of UK ports and anchorages used by its counter-pollution experts when determining suitable places of refuge during crisis situations.

(Contd. on page 9)

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Hapag-Lloyd orders three mega containerships:

Hapag-Lloyd has ordered three containerships to enable it to share in the continued growth forecast for the container transport market. It will be expanding its fleet by ten newbuildings to 61 vessels by 2008.

Major customer signs new deal at ABP Fleetwood:

Associated British Ports (ABP) has signed an extended agreement with Stena Line Ltd, for the Swedish ferry service company to continue its ro/ro service between ABP's Port of Fleetwood and Larne in Northern Ireland.

Wilh. Wilhelmsen reports historically good results:

Wilh. Wilhelmsen ASA (WW) achieved a historically good pre-tax income for 2004, with all its business areas reporting positive results.

Maritime and Port Security:

In the wake of the terrorist attacks of 11 September 2001 in the United States, decisions have been taken both in the framework of the International Maritime Organization and in the International Labour Organization to enhance maritime security. The ILO's actions in this regard relate to improved security of seafarers' identification and complementary port security measures.

Seafarers' Identification:

One of the issues considered crucial for improving maritime security is ensuring that seafarers have documents enabling their "positive verifiable identification". Many countries will be requiring such identification before they are prepared to grant special facilities enabling seafarers to carry out the international professional moves necessary for their work and for their well-being. The ILO Governing Body accordingly decided to complement action being taken in the framework of the IMO by placing an urgent item on the agenda of the 91st Session (June 2003) of the International Labour Conference concerning improved security of seafarers' identification with a view to the revision of the Seafarers' Identity Documents Convention, 1958 (No.108).

The Seafarers' Identity Documents Convention, Revised, 2003, (No.185) was

accordingly adopted by the 91st Session

of the International Labour Conference. The Convention provides for a new seafarers' identity document facilitating the movement of seafarers, but not replacing a passport. It introduces a viable system for meeting contemporary security concerns while maintaining the necessary facilitation of shipping and recognition of the needs of seafarers. The Convention requires each ratifying country to put in place a comprehensive security regime. This would cover not only the production by the national authorities of a modern identity document embodying security features, but also the maintenance of national databases for the document. In addition, the processes and procedures for the production, personalization and issuance of the document, which would include quality control of the entire national system, would be subject to international oversight (Article 5 and Annex III of the Convention).

The International Labour Conference also adopted, at the same time, a Resolution concerning the development of the global interoperable biometric. This resolution was discussed at the 288th session (November 2003) of the Governing Body, which approved a plan of action to be pursued by the Office for the adoption of the technical specifications for the interoperable biometric template.

At the 289th Session (March 2004), the Office submitted to the Governing Body as a matter of urgency a document accompanied by draft technical reports which called for a decision on the selection of the type of fingerprint biometric template, i.e. either "pattern" or "minutiae" based. After considerable discussions, the Governing Body selected the "minutiae-based" method and endorsed the technical report ILO SID-0002 (pdf, 579), as embodying the standard for the fingerprint template required under the Convention No.185.

Accordingly, the ILO conducted a biometric technology test with potential biometric vendors and integrators of biometric systems, to ensure compliance of biometric technology to both ILO Convention No. 185 and the ILO biometric standard (SID-0002). The Report (Part 1) (pdf, 909k) of this biometric testing campaign is now available.

The Governing Body also considered the Resolution concerning technical cooperation relating to seafarer's identity documents adopted by the Conference.

In keeping with this Resolution, based on a document submitted by the Office, at the 288th session (November 2003), the Governing Body requested the Director-General to give due priority, in the use of resources allocated to the Organization' technical cooperation programme, to assisting countries with respect to the technology, expertise and process required. The Governing Body at its 289th Session (March 2004) endorsed the need to provide technical assistance to developing countries in particular to enable them to ratify and implement the Convention and the biometric standard adopted.

With adoption of the Convention No. 185 and the interoperable biometric standard, Member States of the ILO can now proceed to ratify and implement the Convention No.185, beginning the issuance of identity documents to seafarers.

Meeting Documents:

The tripartite Consultation Meeting on Improved Security of Seafarer's Identification was held in Geneva from 9 to 10 May 2002. The following documents are available for consultation:

- Briefing Paper - pdf, 26k

Submission by the Australian Government to the ILO Consultation - pdf, 35k
Submission by the International Shipping Federation to the ILO Consultation - pdf, 36k

Report of the Meeting - pdf, 87k
Within the framework of the first Meeting of the Tripartite Subgroup of the High-level Tripartite Working Group on Maritime Labour Standards (Geneva, 24-28 June 2002), an informal special sitting on Improved Security of Seafarers' Identity Documents was held on 25 June 2002. The report of the meeting is available for consultation: SSSID/2002/1: Final Report - pdf, 111k..

Within the framework of the second Meeting of the High-level Tripartite Working Group on Maritime Labour Standards (Geneva, 14-18 October 2002), an informal special sitting on Improved Security of Seafarers' Identity Documents was held on 17 October 2002. The report of the meeting is available for consultation: SSSID/2002/2: Final Report - pdf, 44k.

Within the framework of the second Meeting of the Tripartite Subgroup of the High-level Tripartite Working Group on Maritime Labour Standards (Geneva, 3-7 February 2003), two informal special sittings on Improved Security of Seafarers' Identity Documents were held

on 4 and 5 February 2003. The report of the meeting is available for consultation: SSSID/2003/1: Final Report - pdf, 100k.

Port Security: Millions of people are working in ports around the world at any one time. The safety and security of persons working in ports and terminals, including service providers to ports and ships are of primary importance. Access to ports is not limited only to those who work in port areas but also to a whole range of persons and other non-port workers who deliver goods and services to ports or have access to ports for other reasons linked to ship and port operations. In many countries around the world, major communities have sprung up or are in the vicinity of port areas and many handling facilities are close to human habitation. The IMO is in the process of developing mandatory requirements for port facility security to address ship/port interface, i.e., the immediate shore security threat towards the ship and vice-versa. The IMO has recognized that port facility security plans which are limited only to the ship/port interface would not be effective without the existence of an overarching comprehensive port security plan based on a comprehensive port security assessment. One of the issues identified for consideration is that of port personnel identification. As these issues impact on port worker regulations, the IMO has requested the ILO to establish a Joint Working Group to: a) consider the form and content of further guidance on the wider issue of port security including the relationship between ship and port facility security and safety considerations relevant to port areas, including verifiable identification of those working within these areas or having access to such areas; and b) consider the need for any mandatory provisions relating to the above.

The ILO will be examining how to take these issues further in the coming months in particular in the framework of the planned revision of its Code of Practice on Safety and Health in Dock Work to incorporate provisions on Security.

Tanker link to nuclear terror?

Here's another good reason to come to Washington. February 1 & 2 for our MARITIME & PORT SECURITY 2005 conference. A December 7, 2004 report from the Congressional Research Service (CRS) raises the specter of an oil tanker being used to smuggle a

nuclear weapon into the U.S., the detonated in the U.S., causing a Hiroshima-scale explosion.

The six page report Port and Maritime Security: Potential for Terrorist Nuclear Attack Using Oil Tankers is by Jonathan Medalia, Specialist in National Defense, Foreign Affairs, Defense, and Trade Division, Congressional Research Service.

The summary to the report notes that while much attention has been focused on threats to maritime security posed by containerships, "terrorists could also attempt to use oil tankers to stage an attack. If they were able to place an atomic bomb in a tanker and detonate it in a U.S. port, they would cause massive destruction and might halt crude oil shipments worldwide for some time. Detecting a bomb in a tanker would be difficult. Congress may consider various options to address this threat."

Should Congress take up some of the options discussed in the report, life will certainly become more complicated for tanker and terminal—particularly loading terminal—operators.

The report says that if Congress finds the threat credible, options to consider include:

§ Clarify federal responsibility for tanker security by requiring a lead federal agency for tanker security and making more explicit the responsibilities of various federal agencies involved in tanker security.

§ Create a Tanker Security Initiative (TSI) analogous to the Container Security Initiative for improving containerized cargo security.¹² TSI might set security standards for tankers that transport oil to U.S. ports, and for the ports where they load. Tankers not meeting the standards, or that come from ports not meeting the standards, could be denied entry to U.S. ports. Establishing such a regime would undoubtedly require negotiations with other countries.

§ Ensure that tankers are a focus of maritime domain awareness, which refers to surveillance and communication systems that would permit U.S. officials to have a comprehensive understanding at any given moment of the location and identity of ships at sea.

§ Assure sufficient U.S. intelligence assets are focused on the threat and possible indications of preparations for such an attack. Terrorists seeking to

acquire or build a bomb and smuggle it onto a tanker would need to go through certain steps. Similarly, a terrorist bomb placed inside a tank of crude oil might have certain signatures, such as a way to detonate the bomb. The Intelligence Community could analyze such steps and signatures, and be alert to signs of the most critical ones.

§ Determine whether funding is adequate for technologies that hold some prospect of detecting an atomic bomb aboard a tanker.

§ Keep oil tankers away from U.S. ports by promoting the construction of more offshore ports like LOOP.

Improve international cooperation. Existing international agreements and organizations that might focus on tanker security include agreements for countering narcotics, crime, and piracy; the International Maritime Organization, shipping associations, and Interpol; and the International Ship and Port Facility Security Code. These efforts could supplement the Proliferation Security Initiative (PSI), a multilateral effort for interdicting ships at sea that are suspected of carrying weapons of mass destruction. Ships available for PSI missions might respond to indications of tanker security problems at sea.¹⁴ The United States could pursue increased bilateral cooperation with oil-exporting states and countries under whose flags tankers are registered. Potential measures include improved perimeter security at oil-loading terminals and more rigorous background screening and training of port workers and tanker crew members.

Smithsonian Institution Receives \$10 Million Gift to Establish Center for Ocean Studies:

The Smithsonian Institution said Monday it has received a \$10 million donation to establish a new Center for Marine Science at the National Museum of Natural History.

The gift, from Roger and Victoria Sant of Washington, D.C., will also create an endowed chair for ocean research at the museum.

The museum said the new center will provide a forum for the advancement of scientific knowledge about oceans and will sponsor research fellowships, international symposia and collaborations among Smithsonian scientists and their those at other

institutions around the world.

In addition, a new marine science exhibition, developed in partnership with the National Oceanic and Atmospheric Administration, will open in 2008. The initiative also will include a Web-based scientific and education program providing access to the museum's more than 33 million marine specimens.

"Our support for the Smithsonian's Ocean Science Initiative grew out of a long-standing interest in marine science and a deep commitment to the Smithsonian," Roger Sant said in a statement. "We believe the establishment of this chair will enhance the Smithsonian's already pre-eminent role in ocean research and further emphasize the Institution's leadership position in field science."

Roger Sant has been a member of the Smithsonian's Board of Regents since 2001 and is chairman of its executive committee. He is co-founder and chairman emeritus of The AES Corporation, a global power company operating in 27 countries. Vicki Sant is president of the National Gallery of Art and a member of its board of trustees. She also is president of the Summit Foundation and a trustee of Stanford University.

World's largest floating ship to visit T'di:

GNA -Logos II, the world's largest floating ship would dock at the Takoradi Port on February 24 this year. The 18-day stopover in Takoradi would be the last and final journey of the ship, which has been in operation since 1989 and is about to be replaced over the next few months.

These were contain press released signed by Miss Cornelia Epp the project manager of LOGOS II. The ship is owned and operated by Educational Book Exhibition Limited (EBE) a Non Governmental organisation based in the United Kingdom. LOGOS II has over the past 15 years visited more than 86 countries and received over eight million visitors on board, the release said. Two hundred Christians from over 40 different countries form the crew, who work voluntarily on the ship and has for sale more than 4,000 books on board the release added.

Singapore Fleet continues to grow:

THE Singapore-flag fleet grew from being the 7th to the 6th largest merchant fleet in the world last year.

As of the end of 2004, there were 3,109 ships under the Singapore flag totalling 27.7m gt; an 8.4% increase.

The Maritime and Port Authority of Singapore says the port retained its position as the world's busiest port in terms of shipping tonnage. In 2004, total vessel arrivals reached 1.04bn gt, up 5.7% although vessel numbers fell slightly from 135,386 in 2003 to 133,185 in 2004.

Container traffic at Singapore rose 15.9% over 2003, to 21.3m TEU. A total of over 393m tonnes of cargo was handled by the port in 2004, an increase of 13.1% over 2003.

Singapore retained its position as the busiest bunkering port in the world by with 23.6 million tonnes sold in 2004, up 13.3%.

UK Union wants stronger ships, to withstand abnormal waves:

THE UK officers' union Numast says that, due to "mounting evidence that 'rogue' waves are on the increase", it has urged the shipping industry to undertake a radical review of its ship design and construction rules.

Speaking at a Royal Institution of Naval Architects international conference to consider the implications of abnormal waves for the design and operation of ships, Numast senior national secretary Allan Graveson said he had personal experience of a so-called 'freak wave' in the North Pacific in 1986, when 158 items onboard his vessel were damaged by a massive wave that broke over the ship. 'This was the only time I have experienced real fear,' he said,

Mr Graveson told the conference that technology has proven that freak waves exist and there is increasing evidence of their frequency and magnitude. In the face of this evidence, Numast believes ships should be routinely built to withstand abnormal waves.

Wartsila to establish thruster production plant in China:

Wartsila is investing some EURO 6.6 million in a new factory in Wuxi, China, located approximately 100 km west of Shanghai. The venture, Wartsila Propulsion (Wuxi) Co., will produce LIPS brand transverse thrusters with production set to start in mid 2005.

"This venture brings us even closer to Asian customers, which will help us to serve them better. As the focus of the

worlds shipbuilding industry shifts heavily to Asia, Wartsila has the opportunity to increase its market share in transverse thrusters, says Mikael Makinen, Group Vice President, Ship Power.

ShipServ shortlisted for innovation award:

E-commerce outfit ShipServ is one of the four nominees for the Lloyd's List Innovation Award 2005, the others being British Maritime Technology, Rightship and JLMD. The announcement of the winner will take place on Thursday, 24th February at a dinner in the Banqueting House, Whitehall, London. The nomination comes at a time when ShipServ's TradeNet is continuing its transaction growth. Last year saw a 77 per cent growth in trading volume. Whilst January of this year brought a record-breaking number of transactions totaling over 37,000. Currently, almost 3,000 suppliers and 30 shipping companies managing a fleet of more than 1,000 vessels are doing 400,000 transactions annually on TradeNet.

KR reports successful 2004:

A year of further solid technical progress and a continuing low total loss ratio. That is how 2004 is described by Gap-Sook Lee, Chairman of the Korean Register of Shipping, in a New Year message to clients and staff.

Although the class society's annual report and statistics will not be published until the late spring, Mr Lee says it is already obvious that 2004 marked another year of steady growth and further enhancement of KR's reputation as a class of quality with its growing international customer base in Japan and Europe. "Our commitment to striving for continual improvement in our services and standards is bringing positive results. In particular, our acceptance in 2003 as a standing member in the Tanker Structure Co-operative Forum has enabled us to work more closely with the tanker industry, and to make direct contributions to the goal-based enhancement of tanker safety."

It was a reflection of this commitment to achieve ever higher standards, he added, that a major oil and shipping company has recently advised that VLCCs classed by the society, whether classed singly with KR or dual-classed, will now be eligible for acceptance within its vetting system. "This is good news at

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the start of 2005 and we will do our utmost to maintain the confidence of the tanker industry in us."

Lloyds Register Asia engaged for major CAP contract:

Lloyds Register Asia has won a contract from Malaysia International Shipping Corporation (MISC) to inspect and assess up to six chemical tankers (four confirmed plus two options) according to the criteria laid out by the Condition Assessment Programme (CAP).

This is a consultancy service offered by the class society which provides owners and charterers with an independent assessment and verification of a ship's condition above and beyond the requirements of class. CAP is used by charterers to assess the quality and suitability of tonnage for charter and is required by most oil majors as a precondition for a vessel undergoing the vetting process. For example, Petronas, a charterer of oil tankers and also MISC's parent company, requires the highest ratings (CAP 1 or CAP 2) for all its chartered tonnage.

As the subject tankers are around 15 years old, the programme will provide an independent review of the condition of the tankers and their suitability to continue trading safely and reliably for at least another five to 10 years. MISC has previously engaged Lloyds Register to carry out life-extension studies for its LNG tonnage with good results. It is MISC's expectation to achieve similar results with this contract.

Lloyds Register has carried out CAP on over 400 ships since it began to offer the service in 1993. It also offers a version of the programme specific to LNG carriers and has provided it to several LNG operators. Recent LNG CAP contracts include the Galeomma operated by Shell and its sister ship Matthew owned by Tractebel. For series of sister ships, such as Shells B class, the Burmah Gas Aquarius class and the MISC Tenaga class, Lloyds Register has carried out life-extension studies.

New TV-FM-AM antenna resistant to AIS interference:

Naval Electronics has launched a new omni-directional wide band antenna (0.1-26.5 and 40-890 MHz) for TV-FM-AM, called Mark 32ALC.

The new antenna is especially designed

to withstand any interference from high output transmitters in close by frequencies, such as from increasing AIS-traffic (Automatic Identification System) working in the VHF-band. The Mark32ALC is based on loop antennas coupled to four band amplifiers, three of which have individual Automatic Level Control units (ALCs). The ALCs have a very high dynamic range, keeping the antenna free from intermodulation, even in the vicinity of high power transmitters. High efficiency suppression filters prevent interference from VHF telephones and AIS transmitters.

For trouble-free installation onboard vessels, Mark 32ALC is made of ABS plastic and filled with polyurethane foam, as well as being fitted with stainless acid proof steel bolts. The mounting base is made of a saltwater proof special alloy. The antenna is tested by Det Norske Veritas with the same approval as for radar equipment.

MTS announces new appointment:

E-procurement venture, MTS, has announced that Lars Erik Kristiansen has joined its team. Mr. Kristiansen, 44, will contribute in a number of areas, including taking on the role of Marketing Manager while Siri Jacobsen is on maternity leave. He will also be responsible for product management.

He has extensive experience of the marine market and the software industry, having held management positions at Xantic, Shipnet and Astrup Fearnley. MTS says that it is looking forward to benefiting from Mr. Kristiansen's strategic skills and analytical approach.

SES unveils latest version of Smart software:

SES has launched Version 5.2 of its Smart shipmanagement software package. This latest version includes the following features: an Equipment Analysis feature, which provides information such as running hours, historical jobs, spares and consumables used with budget and actual cost; automatic import of supplier's prices allows the buyer to send Request for Quotations (RFQ) to suppliers in excel format. Smart automatically converts the RFQ to MS excel and imports the quoted prices received; whilst the system was previously available in English, Russian, Spanish and Greek, it is now multi lingual.

RINA to take leading role in EU technology platform support:

Italian classification and certification body RINA is to take a leading role in the new European Union technology platform, Waterborne. Launched last week in Bremen, the Waterborne Transport Technology Platform will involve industry, national authorities, regulatory bodies, research centres and universities and will seek to stimulate more effective public and private investment in research and development and improve the coherence of research activities at European, national, regional and local level. Ugo Salerno, CEO of RINA, is the founding Chairman of the WATERBORNE Support Group, and Mario Dogliani, RINA head of R&D, will be the day-to-day technical manager. "This is an unprecedented initiative in common R&D, confirming the EU understanding that for certain priority sectors, such as maritime transport, a national approach is not sufficient, says Mr Salerno. The key words from now are co-ordinated efforts and team working. Having the Commission's recognition as a European Technology Platform is the first important step in the process of building the European Research Area in the waterborne sector."

"Waterborne transportation is vital to Europe's economies, and high level research is vital to maintaining our presence in every sector of the maritime business, adds Mr Dogliani. Ninety per cent of the EU's external trade and 40 per cent of the EU's internal trade is transported by sea. Total annual turnover within the maritime sector is around 2.5 per cent of the EU's GDP. Waterborne recognises that, and will help keep EU companies and institutions at the cutting edge of new maritime developments."

Gray Page Authority for Satamatics Ocean Alert system:

Satamatics has approved the outsourced Competent Authority Service from Gray Page, the maritime investigation and security consulting group, for managing alert messages generated by the formers Ocean Alert Ship Security Alert System (SSAS). As a result of this co-operation between the two companies, Satamatics' customers have the benefit of outsourcing their security alert responsibilities to Gray Page, which has been designated by the UK's Maritime & Coastguard Agency as

a Competent Authority for the 24/7 monitoring of security alerts.

Kozo Ishimaru, General Manager of Maritime Sales at Satamatics, explains the company's strategy: "The relationship with Gray Page provides our distribution partners with a very efficient outsourced monitoring option. This will be particularly attractive to the smaller fleet operators, as many do not have sufficient resources to monitor their own vessels on a 24-hour basis. In these circumstances, we can offer the expertise of Gray Page - which has a strong track record in the maritime industry - as an alternative solution. In today's unsettled market, safety and security procedures are becoming increasingly complex, and therefore combining an efficient 24-hour monitoring service, with the economic advantages of outsourcing, represents a sensible route."

James Wilkes, Managing Director of Gray Page, adds: "Our recognition as a Competent Authority provides a systems supplier and network operator such as Satamatics with the confidence that its customers will receive the most efficient, rapid-response service, maximising the safety and security of their vessels. We only enter into this kind of relationship with companies of the highest calibre, as represented by Satamatics and its Ocean Alert system. Speed is very much of the essence with ship security alerts. They have to be dealt with immediately, and any delays - that could occur within an under-resourced operation - must be avoided, especially if a search-and-rescue response is found to be necessary. To this end, outsourcing represents a viable route for many fleet operators, dramatically simplifying their whole compliance process."

NME boosts rescue boat range: Norwegian Maritime Equipment (NME) has extended its range of rescue boats with a small model designed for outboard propulsion. The boat, Normar 425, is a well balanced GRP rescue boat with a capacity of six persons. The overall length is 4.25 m, breadth 1.84 m and weight 316 kg (ex. engine and fuel). The stability of the boat is ensured by a design whereby the outer and inner hulls are shaped in separate mould, then connected to shape the seats and

buoyancy tanks. The buoyancy tank provides sufficient buoyancy to float the boat at flooded condition with all persons onboard. The boat can be delivered with or without engine, and has full SOLAS and BV-EC approval.

Regional approach requires regional expertise, says

Multiport: Principals interested in hub management contracts are increasingly thinking regionally rather than globally, which could mean a busy year for independent ship agents. That's according to Peter Titchener, secretary general of ship agency network Multiport.

Speaking at the network's annual general meeting, held in Mumbai at the end of 2004, Mr Titchener pointed out that independent ship agents, including Multiport members, handle as much as 85 per cent of the ship agency market based on the number of port calls. With owners moving towards a more regional approach, this could well rise even further.

"Although many principals operate globally, their strengths are often regional so they want regional expertise. This is where the independent ship agent comes in," said Mr Titchener. "The independent agent's strongest selling point is his local knowledge and network of contacts. There is often no better alternative to the small, local, independent agent working in his own back yard."

Multiport also hopes to further improve regional co-ordination by providing single points of contact for individual sectors of the industry. "Our members operate in every sector of the industry. For principals seeking tenders, knowing exactly whom to contact can be difficult. By adopting a sector-based approach, principals will have a much better idea of whom to contact whether it be tankers, dry bulk, coal, cruise, etc."

Owners rush for extra fuel protection:

Fuel testing company Lintec Testing Services reports a massive response to its new service to screen bunkers for chemical contamination. Over 300 vessels have signed up for its extra level of protection since it was launched at the end of

October last year.

The company developed the routine forensic screening methodology after a series of extraordinary bunker contamination incidents in 2004. "Bunker testing requirements have been pushed to the limit over the past year with some bunker fuels causing a shock to shipowners by inflicting engine damage while still meeting ISO 8217 parameters," says John Dixon, Lintec Managing Director.

The most high profile example was in May last year, when traces of dry cleaning solvents, such as trichloroethylene, found their way into the fuel bunkered at the port of Fujairah. This resulted in engine damage to several ships that used the fuel. "The use of forensic techniques successfully proved the presence of trichloroethylene and other contaminants in the Fujairah fuel.

As a consequence of this analysis several owners de-bunkered the fuel in question and were able to make a successful claim against the fuel suppliers," says Mr Dixon.

Lintec has established base levels for naturally occurring chemicals and solvent contaminants in fuels and developed guidelines that show if fuels are adulterated deliberately or if trace elements have found their way into the fuel accidentally. This methodology, combined with modern technology, is the basis for the new service. "It is our view that any contaminants in fuels are undesirable. For shipowners and charterers it is a question of weighing up the risks, but we believe that a 'better safe than sorry approach' makes a lot of sense. Nevertheless, we are very careful at what point to issue an alert in order to avoid needlessly scaring our customers." Mr Dixon adds.

Marine Heavy Transport &

Lift: The Royal Institution of Naval Architects invites papers on all aspects of Heavy Transport and Lift, to be presented at the conference on 20 - 21 September 2005 in London (UK). The need to lift and transport increasingly large and heavy components has led to the design of several "Heavy Lift" ships. These components can be anything from

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dockside cranes and oil platforms to damaged vessels or anything too big to be carried on a conventional cargo ship. The carriage of such large items presents a variety of problems that must be overcome by the Naval Architect. Each type of item presents a different selection of problems and requires a different solution.

SA Offshore Environmental Protection Vessel:

South Africa has improved the capability to protect their marine resources by taking delivery of the Sarah Baartman - the largest and best equipped of their four new environmental protection vessels. The \$19 million vessel was built under contract by Damen Shipyards. Work on the vessel began in Romania in July 2003 and was continued in Vlissingen in the Netherlands, where final outfitting took place. 83 meters in length, the Sarah Baartman will carry 18 crew, 4 cadets and 7 fishery inspectors. With a range of 7500 nautical miles at 15 knots the vessel can remain at sea for up to 45 days at a time. The top speed is in excess of 20 knots.

Research Needs of the Maritime Industry:

The major players in the waterborne transport sector in Europe have begun to work towards a common strategic vision for the future research needs of this sector. The Waterborne Transport Technology Platform will involve industry, national authorities, regulatory bodies, research centres and universities and will seek to stimulate more effective public and private investment in research and development and improve the coherence of research activities at European, national, regional and local level. Technology platforms have been an innovation in EU research policy. They bring together all interested parties in a particular sector, or areas. These areas are chosen for their strategic importance or their potential contribution to the European Union's goals of knowledge-based growth, competitiveness and employment.

Request for Proposals from InterSHIP

InterSHIP consortium of European shipyards has published two new requests for proposals to develop tools addressing various processes involved in design and production of

passenger ships and RoPax vessels. The aim of InterSHIP is to increase competitiveness of EU shipbuilders by improved integration of tools and methods for design and manufacturing of complex "one-of-a-kind" vessels. Seven top shipbuilders are involved in this programme, which began in November 2003. Kvaerner Masa Yards, Chantiers de L' Atlantique, Fincantieri, Izar Construcciones Navales, Jos. L. Meyer, Flensburger Schiffbau Gesellschaft and Estaleiros Navais de Viana do Castelo. The overall programme comprises 25 individual projects, with focal areas including knowledge management, logistics, modularisation and steel fabrication.

Order to Build Giant Container Carriers:

Hyundai Heavy Industries (HHI) has secured a contract to build four 10,000 TEU ultra-large container carriers for COSCO, China's shipping company. These are the largest container carriers to be built so far. The ordered vessels will have the capacity to carry 10,000 units of 20 feet containers and will measure 349 m in length and 45.6 m in width. Each ship will be fitted with a 94,000-hp engine for a service speed of 25.8 knots. The ships are expected to be delivered in 2008.

First Green Passport:

Lloyd's Register has verified the world's first 'Green Passport' in full compliance with the International Maritime Organization's (IMO) Guidelines on Ship Recycling for the LNG carrier Granatina. The vessel was built in 2003 by Daewoo Marine Shipbuilding and Engineering in Korea to high safety and environmental standards. The Green Passport, as defined by the IMO guidelines, is a document which contains an inventory of all the materials onboard a ship which may be hazardous to human health or to the environment which should accompany the ship throughout its operational life. The Green Passport is to be passed by the owner to the ship recycling yard at the end of the ship's life, to enable the yard to formulate a safe and environmentally sound way of breaking the ship.

Silent Research Vessel:

The new Fisheries Research Vessel "Oscar Dyson", recently delivered to National Oceanic and Atmospheric Administration (NOAA), was designed and built by VT Halter Marine, Moss Point (USA). The vessel has been outfitted with state-of-

the art sonar technology, but it's most significant feature is that it has been designed to be "acoustically" quiet underwater. The underwater radiated noise requirements were those specified by the International Cooperative for the Exploration of the Seas (ICES) and the specialist company Noise Control Engineering (NCE), of Billerica Massachusetts, undertook engineering responsibility to meet those requirements.

New LNG Containment System:

ABS has issued Approval In Principle (AIP) to a new containment system and carrier design developed by Houston-based Ocean LNG, Inc. The AIP process draws upon engineering, testing and risk assessments to determine if the concept provides acceptable levels of safety in line with current offshore and marine industry practice. This approval of the design principle is in accordance with ABS Rules and the International Gas Code (IGC). It was performed in accordance with Guidance Notes on Review and Approval of Novel Concepts, which outlines a methodology for requesting classification of a novel design that may have no precedent in the proposed environment.

The Ballast-Free Ship Concept:

The main ship management practice to reduce the transfer of harmful aquatic organisms in ballast water and sediments is for the ship to exchange its ballast water in the open ocean during the voyage (flushing out coastal organisms taken on at the source port). Many potential techniques for treating ballast water are in experimental stages and none have yet been shown to be fully effective in a full-scale shipboard application. As an alternative to ballast treatment systems, a new ship-concept that will essentially eliminate the trans-oceanic transport of ballast water is proposed by researchers at the University of Michigan. The Ballast-Free Ship concept involves a new paradigm that approaches ballast operation as the reduction of buoyancy, rather than the addition of weight to get the vessel to its required ballast drafts.

Offshore Oil & Gas Industry Projections:

Offshore oil & gas production is forecast to grow from 39 million barrels oil equivalent (boe) per day in 2004 to 55 million boe by 2015.

From providing around 34% of global oil production and 28% of global gas production in 2004, offshore oil and gas are forecast to reach 39% and 34% respectively by 2015. The full costs to explore, develop and operate offshore oil and gas fields, presently some \$111 billion per year, are forecast to total \$1,440 billion over the next decade. During this time it is estimated that 200 billion boe will be produced.

A Breakthrough Needed in Shipbuilding Industry:

Vietnam's State President Tran Duc Luong has expressed his hope that shipbuilding would become a major industry, raise its standard, and actively take part in national industrialisation and modernisation. Speaking at the Ben Kien Shipyard in the northern port city of Haiphong, he stressed importance of enhancing cooperation among ship owners and training and research agencies in order to advance development and competitiveness of Vietnam's shipbuilding industry. He specifically referred to building large cargo ships, container carriers, and tankers.

Breakthrough for ME engines in LNG carrier sector:

Four LNG carriers destined for transport of gas from Qatar to the UK have been ordered at Korea's DSME. The vessels, which each boast a carrying capacity of 210,000 m3 LNG, will feature 2 x 6S70ME-C engines from MAN B&W Diesel. These will be delivered during 2007-08. Each vessel will also feature four sets of MAN B&W Holeyby 7L32/40 GenSets.

"Significant cost benefits can be realised by LNG transporters by switching from a traditional steam turbine propulsion plant to reliable and fuel-efficient diesel engines and, in particular for large vessels, to our electronically-controlled low speed diesel engines, when used in conjunction with reliquefaction of the cargos boil-off gas," says Ole Grne, MAN B&W Diesel Vice President Two-stroke Sales and Marketing. The electronically-controlled ME engines are seen as being particularly attractive for LNG ships, whose lifetime could be 40 years. Considerable flexibility for fuel economy and emissions optimisation is inherent in the design and the control system software can be updated routinely as required. A pair of ME-type low speed engines, arranged to drive fixed pitch propellers via clutches, eliminates any concern over propulsion plant reliability and redundancy. Mobility is always

ensured and maintenance can be carried out in port.

BSM and Goltens find success in Asia and Middle East:

Goltens, a supplier of shiprepair services and Bjoerge Steincó Moland (BSM), a specialist in the design and production of computer based automation systems, have secured a contract from Shanghai Edward Shipyard.

This includes the installation of a Integrated Monitoring System, Tank Monitoring & Control System, sensors and a CCTV system on NB132 for Swedish shipowner, Rederi AB Donsotank. According to Paul Friedberg, Managing Director, Goltens Dubai, the contract represents the continued successful co-operation between us and BSM. In the relatively short period we have worked with BSM, we have signed a number of important contracts in Asia and the Middle East.

Mr Friedberg says that, since his company began to market BSMs Alarm Monitoring System about a year ago, six contracts have been secured in China valued at USD3.5 million, one contract in

(Contd. on page 17)



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the Sadra shipyard in Iran (USD3 million) and a land-based project in Lebanon (USD2 million).

The two companies have worked together for approximately two years in Asia and the Middle East. At present, the agreement between them covers the sale of marine and industrial alarm monitoring systems and land-based power generation plants. BSM provides the product and technical expertise, while Goltens provides market intelligence for specific regions, an extensive service network, automation competence, and quality after-sales service.

UK faces tough fight to retain role as leading insurance centre:

The UK faces a tough fight to retain its attractiveness as an insurance centre in the face of the tightening regulatory regime imposed by the Financial Services Authority (FSA), according to Moore Stephens.

In the latest edition of its Insured Interest newsletter, the insurance accountant and consultant notes that, in today's global insurance industry, opportunities exist for companies to base their operations in regimes which they consider to be most favourable, financially, to their specific circumstances. Insurance partner Michael Butler says, "For companies engaged in the insurance sector, the challenge is to ensure that they make the right decisions, for the right reasons, when it comes to choosing a tax and regulatory-efficient location for their operations. In tax terms, it is a question of substance over form or, more precisely, of central management and control."

Moore Stephens says the recent decision of the Special Commissioners in the case of *R v Holden* serves to emphasise that the mere physical act of signing resolutions or documents, or the mental process preceding the physical acts, does not constitute actual management. Moreover, an effective decision about whether or not a board resolution should be passed, and the documents signed, is required to establish actual management, and the decision has to be an informed decision.

"Companies engaged in the insurance sector must be aware of their responsibilities in this regard, particularly in view of the stringent regulatory regime which governs their operation. The

decision in *Holden* reinforces the need to ensure that offshore operations and activities are properly constituted, that boards of properly qualified people are in place, able to hold proper board meetings and to make proper decisions, on the basis of proper information, which are able to be substantiated by proper documentation and proper minutes," says Mr Butler. "The tightening regulatory regime has added a new dimension to the equation. In the UK, the FSA is seen as being a step ahead of the regulators in the rest of Europe. Now, more than ever before, the message for insurance companies is, 'If you are going to do it, make sure you do it properly'."

MacGREGOR supplies cargo access systems for Flensburg

RoRo ship projects: Contracts covering cargo access equipment for 27 RoRo ships have been earned by MacGREGOR in the past 12 months, the latest including systems for DFDS and Cobelfret newbuildings at Flensburg Shipyard in Germany. Co-operation between MacGREGOR and Flensburg Shipyard on a significant RoRo ship series for DFDS of Denmark is extended to a sixth vessel, with an option for supplying and installing a complete outfit for a seventh. Each package comprises a stern ramp, hoistable car decks, ramp cover, hoistable ramp, external doors and associated hydraulic and electric operating equipment. Deliveries will start in 2005 and continue into the following year.

The Group will also supply and install cargo access equipment for two RoRo ships commissioned from the yard by Belgian owner Cobelfret. The outfits, due for delivery in 2005/2006, will embrace two stern ramps, a ramp cover, hoistable ramp, internal and external doors, and hydraulic and electric operating systems.

SeaWave releases suite of IT applications for remote fleet management:

SeaWave is building on the functionality of the Integrator 3.0 product line with its latest advancement in marine communications - the Remote Management Suite (RMS). This is a portfolio of IT tools which allow shore-side administration of vessel operations with near-zero ship-based intervention.

Crews untrained in IT are increasingly relied upon for file transfers, system updates, day-to-day administration and

troubleshooting of shipboard PCs and associated systems. "As shipping companies have become increasingly IT intensive, the crew have struggled to become more technically proficient," says Lawrence Zevon, Technical Product Manager for SeaWave. "This leads to more time being spent on IT issues and less time for crew members to focus on their primary role. With RMS, land based IT professionals can initiate a remote session to send/receive reports, upgrade software and troubleshoot without any need for local intervention."

MS all but eliminates crew and shore personnel spending hours on a satellite phone troubleshooting and/or updating PCs while underway. The end result is greater productivity - timely reporting and superior systems control. It currently consists of five IT applications which address the various aspects of remote management: SNAP (SeaWave Network Access Protocol); SAFE (SeaWave Automatic File Exchange); SABR (SeaWave Address Book Replication); FORM (SeaWave Form Service); STAR (Ship Tracking and Reporting).

NAPA snags HHI contract:

Hyundai Heavy Industries (HHI) has chosen the NAPA system for its basic ship design. The Korean shipbuilder has been using the system since 2000. Its decision to expand its use of NAPA was reached after a thorough evaluation process during which it was compared with all other ship design software systems.

NAPA is currently being used at some 160 maritime organisations around the world. Traditionally, it has had a firm foothold in Europe. But the past few years have seen significant growth in Asian markets and almost all the prominent players in Asian shipbuilding are now onboard. These include Samsung Heavy Industries, Daewoo Shipbuilding and Marine Engineering, Hanjin Heavy Industries and Construction, STX Shipbuilding, Kawasaki Shipbuilding Corporation, Mitsubishi Heavy Industries, Universal Shipbuilding Corporation, Tsuneishi Corporation, Sumitomo Heavy Industries Marine Engineering, Jiangnan Shipyard, Dalian New Shipbuilding Heavy Industry, Hudong-Zhonghua Shipbuilding, and Nantong COSCO KHI Ship Engineering.

Clubs face regulatory challenges:

The chickens came home to roost in 2004 for those P&I

clubs which had relied on investment income in order to bring their finances into balance or surplus. That's according to leading Lloyd's broker and P&I specialist HSBC Insurance Brokers, which adds that regulatory demands for higher levels of capital are adding to the financial pressures facing the marine mutual market.

In its Protection & Indemnity Review 2005, HSBC says that, while the year ending 20th February 2004 produced very healthy investment returns for most clubs, the first six months of the current policy year produced very lean pickings. It concludes that, although the market improved later in the year, the returns for the 2004/05 year are expected to be "very poor".

Noting that only four clubs - Britannia, the Japan Club, the Shipowners' Club, and Skuld - managed a surplus in their technical results (i.e., excluding investment performance), Nigel Russell, Managing Director of the Marine Division of HSBC Insurance Brokers concludes, "Some of the clubs have technical deficits which are still substantial and, in a competitive market, will be under pressure to maintain their advertised general increases while keeping a competitive open eye on those clubs whose technical results are stronger."

Expanding on the regulatory challenge facing the clubs, HSBC says, "Clubs in the UK are being pressed by the regulator to provide higher minimum levels of capital which are being measured under the Enhanced Capital Requirement and the Individual Capital Assessment provisions. These measures, based on more conventionally capitalised underwriters, will require all insurers - including clubs regulated by the Financial Services Authority in the

UK - to raise their minimum capital levels."

SAM Electronics announces major contract win:

SAM Electronics has been awarded a multi-million Euro contract by German yard Flensburger Schiffbau-Gesellschaft. This involves the supply of electronic and electrical systems aboard two Ro-Ro ships for Cobelfret of Belgium and three ferries for BC Ferries of Canada due to be completed by the yard in 2006-8.

The contract for the three Super C-class 22,100 gt vessels ordered by BC Ferries includes a complete electrical installation comprising a drive system including generators and a 6,6 kV main switchboard as well as transformers, low voltage switchboards and power management in addition to integrated monitoring and control systems together with internal communications. External communication and navigation equipment also to be provided includes NACOS 35-5 integrated navigation command systems featuring radar-controlled trackpilots, GMDSS radio networks, and Ship Security Alert Alarm (SSAS) in addition to fire detection facilities.

With the exception of electrical propulsion plant equipment, similar facilities have also been commissioned for two 50,000 gt freight-only Ro-Ro newbuildings under construction for Cobelfret Ferries of Antwerp. Destined for service between either Rotterdam or Zeebrugge and Killingholme in the UK and with a capacity of approximately 3,900 lane-metres over five decks, they will be the largest vessels of their type designed for North Sea operations.

Record year for Filtration and Separation:

Filtration and Separation, a UK manufacturer of specialist filter elements for the marine, power, oil and gas industries, achieved a record 60 per cent increase in production in 2004, its first full year since being taken over by TS2 Group.

To meet the increase in demand from existing and new customers, significant investment in production and product development was made following acquisition, which increased the range of filter elements produced to more than 1,500 types, including those from many leading manufacturers. Robert Pearce, Filtration and Separations Managing Director, comments: "We are delighted with this record performance in 2004; we expect to continue the trend in 2005 with further improvements to our manufacturing facilities, the broadening of our product range, and improved turn-round for our customers. Our aim is to become one of the top replacement filter manufacturers in Europe."

The company has been manufacturing filter elements from its facility in Port Talbot, South Wales for over 25 years. It supplies both original equipment manufacturers and the replacement market, and offers a design service for special applications.

IRS issues pollution legislation warning:

The Indian Register of Shipping (IRS) has alerted the shipping industry to be prepared for yet another piece of maritime legislation, the Regulations for the Prevention of Air Pollution from Ships (MARPOL 73/78, Annex VI), due to enter into force on 19th

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May 2005. Annex VI will apply to any ship of 400 gt and above, and any ship fitted with diesel engine propulsion having power output of more than 130kW. Ships of 400 gt and above and floating drill platforms built on or after 19th May, flying the flag of a signatory party to Annex VI and intended for international voyages, will, on delivery, need to obtain an International Air Pollution Prevention Certificate. Similarly, existing ships will need to be certificated no later than the first scheduled drydocking after 19th May, but in all cases by 19th May 2008.

The classification society comments: "These regulations require close attention by shipowners not only to specific Annex VI machinery and arrangement requirements on board ships, but also in ensuring that necessary individual operating procedures are in place and effectively implemented, both onboard and in the office for smooth commercial operation of the ships."

IRS also points out that Annex VI has implications for bunker suppliers and owners because it brings into force new measures governing both the sale and use of bunkers. To help the shipping industry, specifically ship operators, understand and implement the new regulations, it has produced a booklet, 'Guide to MARPOL 73/78, Annex VI - Regulations for the Prevention of Air Pollution from Ships'. The society believes the benefits of this booklet will include improved crew preparation; prevention of possible problems; and optimisation of costs and time in implementation.

Svitzer enhances tug engineers skills: Svitzer Marine

has turned to the UK's South Tyneside College to help enhance the skills and qualifications of its tug engineers. Around 20 engineers from the company's Tees and Tyne port facilities recently undertook a week-long course, based on the STCW95 standards.

The course reviews each individual's engineering strengths and training needs in a variety of different areas, such as general marine engineering, maintenance and repair, electrical engineering and legislative requirements. Follow-up short courses are then directed in the required areas for each student.

We've had a strong, long-standing relationship with South Tyneside College and have sent many of our staff on short training courses there, so when we were looking for a partner for this more extensive project, it was a natural choice, says Mike Garvey, Crewing Manager at Svitzer Marine. The feedback we've had has been very good, especially on the learning environment the College created. We have a wide range of ages and skill levels across our tug engineers team, and they have all said they found the College's approach both positive and beneficial even those who were slightly daunted by returning to the classroom after many years have enjoyed the experience. We'll be looking at the results we get at the end of the course, but extending our work with the College to cover engineers from our other sites is something we'll definitely consider.

Lloyds Register Asia engaged for major CAP contract: Lloyds Register Asia has won a contract from Malaysia International Shipping Corporation (MISC) to inspect and

assess up to six chemical tankers (four confirmed plus two options) according to the criteria laid out by the Condition Assessment Programme (CAP).

This is a consultancy service offered by the class society which provides owners and charterers with an independent assessment and verification of a ship's condition above and beyond the requirements of class. CAP is used by charterers to assess the quality and suitability of tonnage for charter and is required by most oil majors as a precondition for a vessel undergoing the vetting process. For example, Petronas, a charterer of oil tankers and also MISC's parent company, requires the highest ratings (CAP 1 or CAP 2) for all its chartered tonnage.

As the subject tankers are around 15 years old, the programme will provide an independent review of the condition of the tankers and their suitability to continue trading safely and reliably for at least another five to 10 years. MISC has previously engaged Lloyds Register to carry out life-extension studies for its LNG tonnage with good results. It is MISC's expectation to achieve similar results with this contract.

Lloyds Register has carried out CAP on over 400 ships since it began to offer the service in 1993. It also offers a version of the programme specific to LNG carriers and has provided it to several LNG operators. Recent LNG CAP contracts include the Galeomma operated by Shell and its sister ship Matthew owned by Tractebel. For series of sister ships, such as Shell's B class, the Burmah Gas Aquarius class and the MISC Tenaga class, Lloyds Register has carried out life-extension studies.



A view of collision in Chennai Port during Tsunami

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