

## Shipping fraud heightens terror threat



### Oil tankers could become targets for hijack

Maritime certificate fraud is rapidly emerging as a key threat to the industry, and one that poses grave dangers for the wider international community. Oil tankers or ships carrying liquefied gas could be hijacked and used by terrorists for suicide missions, according to a report issued by the International Maritime Bureau (IMB). "Background checks of crew

lists may not be totally revealing of potentially undesirable visitors" – Vincent Cannistraro, former CIA official.

However, terrorists may not even have to hijack ships. "Forged ship documents and crew travel documents can easily be obtained," the IMB reported. That means terrorists can board vessels while appearing to be legitimate crew. 'Undesirables' "Background checks of incoming foreign registered ships' crew lists by US authorities may not be totally revealing of potentially undesirable visitors among a ship's crew," said Vincent Cannistraro, former chief of operations for the CIA's Counterterrorism Centre.

**Areas of concern:** • 13,000 false certificates reported in 2001 • 90% of cases reported in the Philippines • 44% of maritime bodies failed to respond to request for information • Evidence of official fraud in 10 out of 13 inspected countries

Mr Cannistraro's view finds support in a recent study by the UN's International Maritime Organisation, which found that more than 13,000 false certificates were reported last year. "That figure may represent just a fraction of the total," says Professor Tony Lane of the Seafarers International Research Centre, which prepared the IMO report. "A total of 97 maritime administrations were contacted for information on various aspects of the issue of unlawful practices associated with certificates of competency and equivalent endorsements," Mr Lane said. He added that 54 responded to the questionnaires, giving a response rate of 56%. With 44% failing to provide information, the number of fraudulent certificates may be considerably higher, but more ominously, the IMO reports that fraudulent certification involves officials within the maritime industry. "In 10 of the 13 countries visited, it was evident that forgery was more than a backroom business," the IMO said. "It was typically well-organised, with effective links to maritime administrations, employers, manning agents and training establishments."

Racket A former US Coast Guard official and another man were recently indicted on conspiracy charges following an 18-month investigation into a false documentation racket run out of San Juan, Puerto Rico. The pair allegedly masterminded a scheme to fraudulently issue hundreds of USCG licences and other documents to seafarers.

"There is no way to detect a certificate that has been fraudulently issued by an authorised organisation" – Tony Lane, Seafarers International Research Centre.

As part of its investigation, the USCG had to recall several years' worth of mariners' licences and documents issued from San Juan after discovering that 650 licence blanks and a document production machine had gone missing. USCG inspection teams identified a further 957 questionable merchant mariner documents and has so far confiscated 256 of them. The Puerto Rico case points up the difficulties that arise from the fraudulent issue of authentic certificates. Such a document will appear in the register of certificates kept by the administration that issued it and any subsequent check on that certificate will indicate that it was lawfully issued.

As a result, said Professor Lane, "there is no way to detect or defend against a certificate that has been fraudulently issued by an authorised organisation." It is precisely that inability to defend or detect which now provides terrorists a new opportunity to strike anywhere around the globe.

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## Mitropoulos says Panama Register should take on more active role

International Maritime Organization Secretary-General Efthimios Mitropoulos has urged Panama to live up to its role as the world's most important flag state by taking a greater role in education and the technical aspects of shipping.

## Panama makes IMO budget payment

Panama has made an initial financial contribution to the IMO operating budget for 2005 and has pledged to settle the remainder of the amount by July of this year. During his recent visit to Panama to participate in the opening of the Panama Maritime VII event, IMO Secretary-General Efthimios E. Mitropoulos received a payment from the Government of Panama for the amount of US\$2,780,871 (GB£1,473,700), representing the first tranche of Panama's IMO budget contribution. IMO is financed by its Member States in proportion to the size of the fleet in each country's shipping registry. As the world's largest registry, Panama makes the highest single contribution to the IMO budget, representing around 16 per cent of the overall figure. During his two-day visit to Panama, the Secretary-General undertook a busy programme of work. He had meetings with the President of the Republic of Panama, HE Martin Torrijos as well as a number of Ministers, and with Vice President and Administrator of the Panama Maritime Administration, HE Ruben Arosemena who explained in detail to the Secretary-General his plans to modernize the Panamanian registry and exercise effective control of the ships in the Panamanian fleet. The Secretary-General also visited the Panama Canal and discussed the proposed expansion plans with the Canal Administrator, Mr Alberto Aleman. In his keynote speech to the conference, Mr Mitropoulos spoke both of the many opportunities and of the consequent responsibilities that fell to Panama as major player in the world of international shipping. He praised the country's efforts thus far to promote quality throughout its growing maritime cluster and called upon Panama to make a positive contribution towards the development of IMO's voluntary audit scheme for flag States.



## Armed teams to guard merchant ships entering Singapore port

SINGAPORE is set to deploy armed security teams onboard selected merchant vessels entering and leaving its port, to guard against acts of maritime terrorism.

## IMO backs joint anti-terror patrols in Malacca Strait

IMO is seeking a framework for permanent joint patrols in the Malacca Strait to guard against terror attacks.



## Shell and Qatar join forces in massive LNG project

SHELL and Qatar Petroleum have unveiled plans for a large-scale liquefied natural gas project which could require 12 vessels costing more than \$2.5bn.

## LNG is nowhere near as dangerous as people are making it out to be. 'Perception is the problem'

SHIPPING and energy experts might rail at what they see as exaggerated fears of the dangers of importing liquefied natural gas into the United States, but there is no doubt that the industry will have to face costly and time-consuming consequences of fears in the decade ahead.

## Höegh and Tractebel eye \$900m gas deal

Offshore terminal will bring three of Höegh's regasification vessels to Massachusetts Bay, at a cost of 20% more than conventional carriers. Norwegian shipping group Leif Höegh has joined forces with Tractebel in a \$900m project which would bring liquefied natural gas to the US on three vessels with regasification facilities. An offshore terminal is planned for Massachusetts Bay and a deep water port license application has been filed with the US Coast Guard by Neptune LNG, a Tractebel LNG North America subsidiary. The terminal will receive gas vaporised on board a fleet of three purpose-built LNG carriers, based on a concept developed by Höegh LNG known as the Shuttle and Regasification Vessel (SRV) system.

## Raets makes bold move on niche market



Dutch insurer looks at marine liabilities market. A significant challenge is to be launched later this year across much of the marine liabilities market, in an attempt to win the insurance business of hundreds of operators. Martin Lanting, head of Rotterdam-based Raets P+I Group, has circulated brokers with an outline of his planned venture Raets MultiModal, which aims to capture a small but enviable slice of a market thought to be worth up to \$500m worldwide. His new enterprise will move into territory dominated

by the mutuals Through Transport Club and International Transport Intermediaries Club (I tic), and fully commercial insurers including Navigators and Wavelength. It will set out to appeal to freight forwarders, marine terminal operators, port authorities, port agents, shipping agents, chartering brokers and others.

## Sterling wins Lloyd's List award for achievement

CHAIRMAN of P&O Lord Sterling has been recognised for his contribution to the maritime industries with this year's Lloyd's List Lifetime Achievement Award. Lord Sterling, who steps down from the helm of P&O in May, took centre stage at a glittering awards evening at the Banqueting House in Whitehall where leading companies from the maritime sector were recognised for their work in the course of the last year. Lloyd's List's senior columnist Michael Grey told guests that Lord Sterling had made a major difference to British and international shipping and had changed the perceptions of many people about industry.

## MOL deal with Hiroshima will complete trio

MITSUI OSK Lines has extended its partnership with Hiroshima Gas by forming a joint venture to order a new small LNG ship. MITSUI OSK Lines has extended its partnership with Hiroshima Gas by forming a joint venture to order a new small LNG ship. The 50:50 joint venture, called Maple LNG Transport Inc, has approached Kawasaki Shipbuilding Corporation with an order for a 19,100 cu m vessel which will go on a 20-year charter to HG LNG Shipping Corporation, a wholly-owned subsidiary of Hiroshima Gas. The 151 m long, 20,000 gt ship will be delivered by September 2007. MOL already time charters two identically-sized ships as the one ordered to Hiroshima Gas, whose terminal capacity is too small to accept standard size (135,000 to 150,000 cu m) vessels.



## Brokers see red over China iron ore move

Introduction of import licences could be the beginning of regulation for main driver of booming capesize market, BEIJING is instituting creeping regulation of iron ore imports, the single greatest driver.

## From the Editor's Desk

Seeing things through an open vision, in a broader perspective angle, with a clear mind, will yield better results. However hard the life at sea is, one should learn to be a real sailor when opted for it, adaptable to situations prevalent, live with unity and work as a team. Try to be cheerful and get along with others, within the limited manpower onboard for the contracted period. Accomplish the set of operations dutifully, efficiently, committed for smooth functioning and better turnaround of the vessel, while living with limitations and constraints out at sea, which boosts seafarers image.

**Discipline** needs to be the watchword, particularly while working with limitations and constraints in Materials, Machine, Men, varying sea/climatic conditions. Exhibit a good image of the nation to which you belong, at foreign port of entry. Discipline in the workplace was a sine qua non for the efficient working of any organization/set-up, which is an established truth. "Obedience" to authority in a workplace is not slavery, a commitment in accomplishing the goal/objective. It is not violative of one's natural rights. Harassment, bullying, victimizing, humiliating any individual onboard needs to be seriously viewed by any good ship management company, which is essential for the prosperity and well-being of the organization and as well as that of the employees onboard as a whole. (Captain, Officers and crew).

My valued readers are aware that there is unrest onboard owing to the continuing egoistic style of functioning by Captain, which the new breed of qualified hands cannot digest. The need for a justified action without bias and prejudice. Discrimination, Victimisation, neglect to basic needs of floating officers and crew (ratings) by the Senior Officers onboard (i.e. Captain/Chief Engineer/ Chief Officer/2<sup>nd</sup> Engineer,) leading to disharmony be avoided. Consequently fabricating allegations with malafide intentions against any officer or crew by the Shipping, Manning Company needs to be seriously viewed by the maritime administrations, instead encouraging them. It is imperative for the shipping/manning company to keep all floating staff onboard to their best of morale, live in harmony to meet emergent needs efficiently out at sea. Viewing the sorry state of affairs, reforms are needed to the established principles of policy and procedures, meeting to the changing times. Enforcement mechanism that is non-discretionary, transparent, simple and effective.

The need for a self-regulatory mechanism by the ship's captain, unlike those days, "My ship my order", "I am the King of this floating island" etc. All these egoistic expressions of the past, by unqualified merchant navy captains need to vanish, owing to the happenings of unrest out at sea, i.e. Captain of the ship found missing onboard, found dead in mysterious conditions and of late a Ship's Captain murdered onboard (Philippino captain of a 100,000 tonner). It is strongly believed, all this owing to the attitude of the swollen headed ship's captain who generally feels that they are not an employee, unlike other employed officers and crew, being the owner's representative as per M.S. Act to take decisions out at sea (which came into being those days, when communication to interact with the owners/corporate office of the relevant shipping company ashore was very poor).

Such a situation, exploited by Captain in command making good for their own selfish gain "making hay when the sun shines". Such abuse of power, being the cause for their egoistic, inhuman attitudes towards ship's crew, owing also to their poor academic and social backing as well. Technology has brought the world closer, also raised India's equity on the global radar. World Economies slowly taking recognition of the fact that India, taken giant strides in the field of IT, science and technology.

One can pause and think, how many of the Engine room crew, could turn out to be Chief/Marine Engineer, though in the olden days qualified Graduate Engineers sailed. Diploma engineers worked as 'Fitters' (PO's) with bare minimum prospects of promotion. MMD surveyors administered their office to their whims and fancies. Electrical Officer designate (wireman promote) had not to qualify even with an I.T.I. of the electrical trade, no hassles with MMD, enjoying full-fledged officer status onboard. In the state owned S.C.I. they even enjoyed senior officer status, to carry their family onboard during sailing. No one raised a finger at MMD, to point out this lacuna, other than the Mechanics Association formed in Port Blair, under Presidentship of Shri.M.R. Bhaktha, M. P., which was turned a deaf ear till date. While on the other hand, the utility hands of the Deck with their poor academic and social background had more opportunities to even turn-out as Captains, by merely passing exam. of set papers, which was the sorry state of affairs.

Owing to the fast changing times, its high time the Shipping/Management companies realize, to prepare the new breed of qualified Captain's mental frame-work, tune-up their mindset on ship's operational management for a congenial living atmosphere, for all onboard the vessel, to avoid any untoward incidents, thus keeping up the good image of their shipping company and as well as the nation, to which they belong. The emerging need is for an industrialized outlook in the Shipping Industry, rather than the old sailors adventurous outlook of the past, adapting trial and error methods. Advent of Computers/ Internet age enables one with the basic studies with initiative to interact quickly, on any topic or subject, (which is now very well exposed into Frankenstein proportions) thereby enrich their knowledge. Consequently one can now sit and pause to widen their thoughts into their own horizon of thinking and progress, in their line of interest. Those who had a quest for learning and kept to the times, are only competent for induction into academic institutions of learning and teaching and not those with the ornamental title holders qualified through set papers. This answers the short sighted and lop sided thought of a senior master mariner of the department, expressed on the new breed of qualified hands out at sea, said with fancy degrees.

Media needs to come out plain without any cosmetics on them, nor any interference to the freedom of the press. Privacy and Press deserves protection while "Privacy is good and the Free Press better" which is known to the enlightened, for early corrective actions, instead of allowing bad situation to grow/aggravate. Safety & Health of seafarers to be never compromised. Suppression to exposure of crimes, occurring out at sea, needs to be seriously viewed, with greater sense of humanity and commitment of responsibility, by the national and international maritime administration.

Dr. Chandran Peechulli

YOU MUST ACCEPT THE TRUTH FROM WHATEVER SOURCE IT COMES – MOSES BEN

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## BREAKING NEWS AROUND

- Shippers blast TSA warning
- Stellar year for Regional Container Lines
- Teekay boosted to record levels by spot market highs
- Transocean secures Shell offshore contracts
- Australia orders examination of coal port congestion
- Carriers plan Asian reefer rate increase
- Cheniere takes control of Corpus Christi LNG project
- Cosco Shipping revenues soar after fleet expansion
- Crewman injured after Spirit III fire
- Last-ditch attempt to amend criminalisation law
- SembCorp Marine bags ConocoPhillips FPSO contract
- Death sentence passed on leader of Limburg terror team
- Dibden Bay costs hit ABP profits
- Dry bulk boom drives Cosco Corp
- Ferry traffic disrupted at Calais after ramp collapses
- Fog blamed for high-speed ferry crash in Hong Kong
- Indonesia to unveil tender bid for Jakarta port
- IRI continues Asian expansion with Tokyo move
- Mitsubishi cuts profit forecast on steel supply worries
- Royal Caribbean debt rating gets Moody's upgrade
- Shippers blast TSA warning
- Singapore plans tax break for bunker suppliers
- Stellar year for Regional Container Lines
- Australia eyes direct Java service
- Barber warns of major manning shortage
- BP looks for 50% rise, in Trinidad & Tobago energy prodn.
- Brazilian boost to Australian iron ore negotiations.
- Bumper month for Chinese ports.
- Daewoo to build Nigeria FPSO for ChevronTexaco
- Fivefold profits rise puts wind in Noble Group sails
- Frontline pierces \$1bn mark
- JCE contract brings Keppel's 2005 order haul to \$453m
- Jinhui bags handymax bulkers from Allied Maritime
- Fog closes Bosphorus and Istanbul airport
- French court rejects Navibulgar pollution appeal
- Frontline and BP end VLCC agreement
- Future looks bright for Hardy syndicate
- Golar buys back Nkr4m worth of shares
- Gujarat Adani Ports to launch shipyard
- Handelsbanken offloads Finnlines stake
- IHI Marine opens new office in China
- Iraq to resume pumping northern oil this week
- Jet lag cited in Tauranga Chief grounding
- KBC raises CMB price target after vessel sales
- Kogas signs LNG supply deal with Shell
- Leif Höegh and Tractebel combine in US LNG venture
- Lloyds Register EMEA awards first ISPOcode certificate
- Normandie Express utilises Admiral routefinder
- Wartsila extends range of marine reduction gears
- Andrew Weir Shipping announces new bunkering service in South Atlantic
- Telenor Satellite Services acquires Neratek
- Atlas VTS for new Chinese ferry link
- SeaDigital announces OneCard changes
- Purse seiner takes first SP90 sonar on Norwegian vessel
- Atlas sounders for leading port authorities
- L27/38 medium-speed engines chosen for REPASA tugs
- Ship Propulsion Market 2005
- MaxSea's new website up and running
- Wallenius/Wilhelmsen projects boost
- First Kongsberg AutoChief C20 passes sea trials
- Leading flag state approval for Videotel's Ship Security Officer course
- Mexican dockers meet with IDC officials
- Mexico considers third LNG terminal
- MISC shares soar on fresh container sale reports
- NCL sailing towards listing
- NOL shares soar to new high
- NWS to book \$230m profit on port sale stake to PSA
- Odjell to raise \$47m from bond issue
- Oil producers need \$34bn of project finance
- OMI breaks earnings record
- OOIL subsidiary gets green light for Vancouver terminal
- OSG hit with rating downgrade
- Panama finalises \$500m Manzanillo terminal
- PPL wins \$119m jack-up contract for Sinvest
- Record results for Knightsbridge
- SembCorp Marine chief dies aged 58
- SembCorp Marine posts 21% rise in annual profit
- Shantou gets Shenzhen feeder link boost
- Shell begins share buy-back scheme
- Shipping business lifts Groupe Bourbon results
- Singapore extends tax break for shipowners
- Six crew missing after vessel sinks off Faroe Islands
- Slick from tanker collision threatens Egyptian coast
- Spain puts Izar workforce restructuring bill at \$600m
- Teekay shuns dividend brigade
- Two crew missing after vessel sinks off Turkey
- Venezuela oil spill 'under control' says PDVSA
- Australian pilots fear Torres Strait IMO delay
- Carlyle Group targets UK naval yard acquisition
- Jinhui profits bonanza lights fire under share price
- Golar sees opportunities in weak LNG spot market
- Golden Ocean makes impressive results debut
- NOL boss puts faith in containership futures market
- Pacific Basin quadruples 2004 net profit
- Profits rise promises Deutsche Post dividend boost
- Singapore and Indonesia seek resolution to maritime boundary disputes
- Star Cruises and Genting tie up for casino cruise terminal
- Tanjung Pelepas eyes slice of Singapore bunkering business
- Titan to fund expansion with \$400m bond issue
- Californian ports struggle to make efficiency gains stick
- China Shipping Development unveils \$500m warchest
- Frangou ties up \$600m Navios buy
- Noble goes on the road to market 10-year bond
- Novorossiisk closed again by storms
- Pirates return to terrorise Malacca Strait
- Primorsk expansion lifts Transneft crude exports
- RasGas signs long term supply deal with Distrigas
- APM Terminals makes repairs to Los Angeles cranes
- Clean Air Act bites at Los Angeles ports
- Contract renewals season heralds mixed messages for shippers
- Greek seafarers back at work
- Hanjin Heavy secures double order firsts
- Hyundai Heavy bags Middle Eastern orders
- Hyundai Mipo bags more Rickmers custom
- IMO seeks framework for joint Malacca terror patrols
- Indian exporters eye iron ore dividend
- Malaysia and Indonesia play gunboat diplomacy over Sulawesi oil rights
- MOL shifts its bonds from balance sheet
- Nordic American raises \$170m from share placement
- Opec warns of '\$80 a barrel' oil price spike
- Peru LNG signs supply agreement with upstream consortium
- Profits rise sees Royal P&O Nedlloyd 'deliver on its promises'
- Upbeat Japan steel mills lift profit estimates
- US and Russia 'must collaborate' on Barents Sea exploration
- Exmar and Bergesen ink LPG orders at Korean yards
- Aviation boosts Swire Pacific profits
- Singapore and US sign 'dirty bomb' monitoring deal

## Diana Shipping seeks to pocket \$242m from New York listing:

IPO of 31% of Greek firm's equity will leave it debt-free, writes Tony Gray AN INITIAL public offering that could raise \$242m has been launched by Diana Shipping, the Greek dry bulk group, which is seeking a listing on the New York Stock Exchange.

## Frontline and Goldman Sachs fined over VLCC sale. Alleged Indonesian conspiracy:

PENALTIES totalling almost \$25m are being levied against Frontline and US investment bank Goldman Sachs by Indonesia's anti-monopoly watchdog, the KPPU, in a case relating to an alleged conspiracy over the sale of two state-owned VLCC newbuildings.

## TRANSHIPMENT of Iranian crude oil



from damaged suezmax tanker Genmar Kestrel is likely to start just off the coast of Cyprus within the week, after a landmark decision by Cyprus.

## Euronav adds 16 Livanos tankers to fleet in massive \$1bn alliance:

Greek owner to join board of Euronav as his TankLog firm becomes second largest shareholder with 20%, writes Nigel Lowry in Athens LARGE tanker specialist Euronav has clinched a deal with Greek shipowner Peter Livanos to merge their tanker fleets, bringing 16 Greek-flag tankers — predominantly suezmaxes — into the Brussels-listed company's fleet. Euronav is paying more than \$1bn in cash and stock for 14 double-hulled suezmaxes and two double-skin aframax, all built since 1998. Five of the suezmaxes are on order at Samsung, all for delivery in 2006 and 2007. Through an issue of new stock Mr Livanos' tanker holding company TankLog will become the second largest shareholder in Euronav with a stake of just over 20%.

## A proper response to an oil spill:

The light crude oil on the surface

water, rising and falling in a sinister fashion as the short waves rolled along, looked quite disgusting.

## Steep cost of ferry restructuring shrouds solid growth at P&O:

Solid underlying profit growth at P&O was last year swamped by exceptional charges of more than £380m (\$733m), mainly reflecting the restructuring of the UK ports group's ferry business.

## A smart new answer for containers? 'SMART' containers,

fitted with embedded sensors that detect attempts to open them, are expected to be on the market from the second half of this year.

## ABP sticks to its path of organic growth:

ASSOCIATED British Ports is staying clear of the acquisition activity that is shaking up the UK ports industry, neither interested in buying other businesses nor as a takeover target itself.

## All weather terminal gets warm welcome in cold

Kokkola: STAND in a blast of icy wind sweeping the snow-caked quayside at Kokkola in northern Finland, and the idea of a sheltered port facility seems like a very sensible idea.

## Asia Pacific the new focus for low-cost logistics networks:

AS Exel's chief executive for Asia-Pacific CK Lee comments, it goes without saying that it is a growth region for the logistics giant.

## Asian coal links are steaming ahead:

The proposed 26 km waterway and 19 km road in southern Kalimantan Province is being pitched as a viable source for Asian steaming coal. Now that Beijing has restricted the amount of coal it is releasing to export markets, Asian buyers are looking as far afield as Alaska for substitute sources.

## Barbados chief speaks up for much-maligned FoCs:

OPEN registers as a whole frequently gets a bad press, thanks in no small part to activities of the International Transport Workers' Federation. Chris Sawyer, principal

registrar for the Barbados flag, has some home thoughts to offer on this point, too.

## Black Sea, grey area:

International co-operation is needed if this fragile sea is to see off the threats of pollution and invasive species.

## BMT staff to benefit in profit payout bonanza:

SOME 800 employees of British Maritime Technology are set to receive a share of one of the company's biggest profits payouts.

## Box lines demand superbody to solve Australian cargo jams:

IN AN attempt to get the Australian government to take transport issues bedevilling the country seriously, major container lines have called for the creation of a "super-body" to provide advice and solutions, reports Lloyd's List DCN in Australia.

## Brussels ducks talks on oil spill compensation:

The European Commission has pulled out of a key maritime meeting this week as part of its campaign to represent all European Union member states within the International Maritime Organization.

## Brussels in regulatory clampdown on Classification industry

THE European Commission is considering a comprehensive shake-up of the classification society industry as part of its forthcoming package of maritime safety proposals, industry representatives have been told.

## Bulkers could have been saved with steel standards

TWENTY-three bulk carrier losses in cold waters over the past 20 years may have been avoided if minimum standards had been set for the steel commonly used for the side shell of ships, the International Maritime Organization has heard.

## Could sails and kites be the future of green fuel?

HI-TECH fibreglass aerofoil-shaped sails — not to mention compressed air-filled giant inflatable kites — could one day supplement engines on many merchant vessels, according to an article in the latest New Scientist magazine.

## **Bureau Veritas sees benefit of Restis dry bulk deal**

**FRENCH** classification society Bureau Veritas has been chosen by Restis Group fleet manager Enterprises Shipping & Trading to class all 32 bulk carriers the Greek shipowner recently purchased from Malaysia International Shipping Corp.

## **Consultation starts on EU maritime policy**

**EUROPEAN** commissioner Joe Borg will this week launch a public consultation exercise with the aim of creating the EU's first unified "maritime policy".

## **Containership order onslaught is unabated:**

Containership ordering is continuing at such a frantic pace that 2007 is on course to overtake 2006 as the busiest year on record for new deliveries.

## **Cosco signs shiprepair and feeder deals with Panama:**

**COSCO**, the world's second largest shipping company, has stepped up its links with the Panamanian government in a bid to develop its transshipment, shiprepair and ship registration activities in the country.

## **Hong Kong register on course for tonnage target:**

**HONG KONG'S** shipping register is on course to top 30m gross tonnes this year, but still faces strong competition from regional rivals in other sectors of the maritime industry.

## **Concordia takes a gap year to build modern fleet:**

**CONCORDIA'S** 2004 asset cash-in has been reflected in a stirring set of results, with the company saying that it intends to protect its financial position from the vagaries of the market.

## **Cyprus faces challenge of EU rules on bulk trades:**

**JUST** months after Cyprus joined the European Union, the country's shipowners face the challenge of proposed legal changes that could fundamentally alter the way in which the shipping industry is regulated.

## **Top spot for Grimsby & Immingham result:**

**THE** twin ports of Grimsby and Immingham turned in record results for last year, handling over 53m tonnes of cargo and keeping the top spot in the UK.

## **DFDS targets its Nordic dream**

**DFDS:** handled the equivalent of just over 700,000 teu through its Nordic Terminal ro-ro facility at Immingham last year. Shock and ore as Japan firms pay 71% more A NUMBER of Japanese steel producers including Nippon Steel Corp have agreed to pay Brazilian-based CVRD a massive 71.5% more for iron ore supplies.

## **Dover to hold public meeting to calm privatisation fears:**

**A PUBLIC** meeting has been convened by Dover Harbour Board on February 28 designed to quell local fears that changes to the constitution of the port authority is the backdoor to privatisation.

## **Eitzen ends talks with Finaval after just one month:**

**EXPANSIVE** Norwegian shipping entrepreneur Axel Eitzen yesterday ended talks with Italy's Finaval over an estimated \$200m proposed acquisition of eight small to medium sized chemical tankers.

## **Eurofer cries foul as CVRD calls for 'unreasonable' price rise:**

**RECORD** 2004 iron ore shipments look likely to be surpassed in 2005/2006 — but at least one of the top three producers dominating the market appears to have overplayed its hand on pricing.

## **Faroe Petroleum moves into the Atlantic Margin top division:**

**FAROE** Petroleum has become one of the largest acreage holders in the Atlantic Margin, not bad for a company with a market capitalisation of around £35m (\$66m).

## **Frontline and BP end crude carrier deal:**

**A** Groundbreaking very large crude carrier deal between Frontline, the world's largest tanker operator, and Europe's leading oil major BP has come to an end after two years.

## **Fujitrans fined \$2m in US pollution exposé:**

**JAPANESE** operator Fujitrans Corp has been ordered to pay nearly \$2m in fines and compensation after pleading guilty to pollution violations in the US.

## **IACS alarmed over Barrot threat:**

**CLASS** societies have reacted

with alarm to a threat by EU transport commissioner Jacques Barrot (above) to "withdraw recognition" from more than one classification society.

## **Greek owners urge state to act as shipping income peaks:**

**GREEK** shipowners have urged their government to take steps necessary to ensure that historically high returns from the nation's shipping industry are not lost to the country's economy.

## **Gressier takes helm in hunt to find SNCM investors:**

**THE** French government has appointed former senior ministry of transport official Claude Gressier to take charge of the search for investors for state-owned Mediterranean ferry company SNCM.

## **IMO tackles question of standardised safety targets:**

**REALITY** bites at the International Maritime Organization this week, as the sub-committee on ship design and equipment attempts to translate regulatory aspirations to enhance safety and protect the marine environment into workable legislation.

## **Justice Holland's ruling is good news for claimants and insurers:**

**Mr** Justice Holland's decision in a test case on asbestos-related pleural plaques (1) should ease the burden of the insurance industry, although his ruling went against them on the issue of whether damages should be awarded at all.

## **Cosco calls for liberalisation of maritime transport services:**

**CHINA'S** largest shipping conglomerate, China Ocean Shipping Co, has used an international forum to call for an ambitious liberalisation accord in the global trade talks on commercial maritime transport services.

## **K Line and MOL forecasts give reasons to be cheerful:**

**JAPANESE** shipping groups MOL and K Line have followed NYK with a set of bumper third quarter numbers and forecasts of huge improvements in their full year results.

## **PSA finally secures its Hong Kong foothold:**

**SINGAPORE'S**

PSA International has finally sealed its long-held ambition to buy into Hong Kong port, putting it head-to-head with rival Hutchison on its home turf.

### **K Line orders six more vessels in \$750m fleet spend:**

JAPAN'S number three line, Kawasaki Kisen Kaisha, has announced a total of six vessel orders, four container ships and two liquefied natural gas carriers, with a total price tag in the region of \$750m.

### **Kellogg Brown & Root to sell Scottish yard and dry dock:**

KELLOGG Brown & Root has officially put up the "for sale" sign on one of Europe's largest fabrication yards and dry docks at Nigg in Scotland.

### **TEN relishes record performance:**

TSAKOS Energy Navigation has become the latest tanker company to unveil record profits for last year, adding that it views longer term prospects for tanker employment as "highly encouraging".

### **Import container curbs to ease Vancouver backlogs:**

FROM today most transpacific container lines calling at Deltaport in the Port of Vancouver will be rationing the amount of import cargo they bring into Canada's largest port amidst the continued, North American west coast boom trade with Asia.

### **Liu slams eastbound rate rise threat:**

John Liu, chairman of the Asian Shippers Council, has blasted the container line members of the Transpacific Stabilisation Agreement over their warnings of possible eastbound rate rises later in the year.

### **Lloyd's Register fights to clear name over Iraqi claims:**

LLOYD'S Register has issued a point-by-point rebuttal of every single charge levelled at it by a committee investigating the United Nations Iraq oil-for-food programme, in a determined effort to clear its name.

### **Marpol Annex VI sets sulphur test:**

As most people associated with the international marine business will know, Annex VI of Marpol 73/78, Regulations for the Prevention of Air Pollution from Ships was adopted in 1997 and finally ratified in 2004. The regulations

will enter into force on May 19 this year.

### **Master 'threatened with handcuffs and arrest':**

A LEADING shipowners' protection and indemnity club has expressed concern after a ship's master was Genmar Kestrel oil transfer gets landmark approval allegedly threatened with being handcuffed if he rejected Spanish state-sponsored assistance during efforts to deal with a casualty.

### **MPs demand jobs link with British tonnage tax regime:**

A REPORT from a cross-party committee of Members of Parliament published yesterday has backed union calls for tonnage tax to be linked to the employment of British junior officers.

### **Naples shipping families gather to cut costs:**

A GROUP of Neapolitan family-owned shipowners is discussing a co-operative agreement that would see them collaborate in such areas as training and research, technical management and ship financing.

### **Neptune Orient Lines profits double in boom of 2004:**

ASIAN shipping giant Neptune Orient Lines has booked a 91% surge in pre-tax profits for 2004 and predicts another "strong" performance this year amid China's export boom and a tight demand for container tonnage.

### **New daily ro-ro service keeps UK-Belgium bond strong:**

DFDS Tor Line's new daily ro-ro service between Zeebrugge and Immingham has led to a fruitful co-operation with Dart Line.

### **Oceana backs pollution directive:**

OCEANA, the international organisation dedicated to campaigning for cleaner seas, has called on Europe to approve the controversial criminal sanctions directive in order to stop what it described as the "serious, chronic pollution" caused by routine illegal oil discharges from ships..

### **Oil spill disperses after Kestrel:**

and Trijata collide ROUGH weather that held up the lightering of cargo from two tankers that collided off Egypt on Friday, was however, 'good news' from the pollution perspective. Opec pumps billions into crude capacity. THE Organisation of Petroleum Exporting

Countries is pumping investment into building its crude export capacity, maintaining strong demand for tankers and keeping in line with strong global crude demand.

### **Owners faces P&I increases at next renewal after recent hard bargaining:**

SHIPOWNERS, fresh from arguing over premiums for their 2005 liability insurance, are realising they are likely to be faced with calls for similar uncomfortable increases in 2006. Owners one step ahead of Marpol tanker remit EUROPEAN shipowners should be able to handle the impending phase-out of older single-hull tankers, despite claims to the contrary from environmentalists, industry sources said yesterday.

### **P&O forced to pay up for decision on London port:**

P&O Ports has agreed to pay for additional infrastructure around the proposed London Gateway container port in the Thames estuary in exchange for approval of the scheme.

### **P&O Nedlloyd and German owners join boxship spree:**

P&O NEDLLOYD is about to add to its orderbook with a trio of 3,450 teu vessels, while German owners have gone to yards in China, Korea and Germany for a range of smaller containerships as the investment spree continues.

### **P&O route closure puts 350 jobs at risk:**

P&O plans to close its Portsmouth-Le Havre route, placing 350 jobs in jeopardy, following Brittany Ferries' decision to pull out of a deal to acquire the service.

### **Bremerhaven predicts 12,000 teu boxships by next year:**

WITH the ink barely dry on supposedly the first 10,000 teu ship order, Bremen's regional government has suggested a 12,000 teu giant will be calling at Bremerhaven as early as next year.

### **PSA makes fifth bid for NWS:**

SINGAPORE'S PSA Corp has re-emerged in the ongoing Hong Kong port sale saga, desperate to take a stake in the container capital of the world.

### **Qatar fires off tender for 12 gas carriers:**

QATAR's eagerly awaited tender for 12 liquefied natural gas carriers has been triggered, in what could

become the largest shipbuilding order ever placed.

### **Vancouver walkout threat over new security measures:**

TOUGHER security measures planned by Transport Canada could lead to a walk-out by stevedores in Vancouver, Canada's biggest port.

**Reefer rates set to soar even further:** FREIGHT rates in the breakbulk refrigerated cargo trades are already up to last year's peak levels, right at the beginning of the season.

### **SembCorp hits record profits and says best is yet to come:**

SINGAPORE shipyard group SembCorp Marine reported a record profit of S\$95m (US\$58m) for 2004 on the back of increased shiprepair and offshore conversion demand — and expects to do even better this year.

### **SembCorp plumps up cash buffer for Solitaire payout:**

SINGAPORE shipyard owner SembCorp Industries has taken a further S\$215m (US\$131m) provision for the long-running legal battle over the termination of the conversion of pipelaying vessel Solitaire a decade ago.

Shipowner protection and indemnity mutuals are ready to play an enhanced role in warding off substandard shipping, Alistair Groom, chairman of the International Group of P&I Clubs, has confirmed.

**Shipowners step into a new era:** NAPLES has been one of the Mediterranean's great maritime hubs for

centuries, but there is a jauntiness to its step these days that has been absent for some time.

### **SNCM faces indefinite strike:**

SEAFARERS and shore staff at French Mediterranean ferry operator SNCM have announced their intention to stage indefinite strike action from February 28.

### **SSA Marine and Evergreen sign Panama terminal deal:**

SSA Marine and Evergreen have tied up an agreement with the Panamanian government that will open up \$500m in port investments on the Atlantic side of the Panama Canal.

### **Steady growth masks container dip:**

IT HAS been a year of steady progress at the Port of Naples, with cruise business continuing to surge, short-sea shipping volumes strong, and the port alive with projects designed to increase capacity and improve efficiency. Steel boom bodes well for freight rates SHIPOWNERS can expect strong freight rates for dry bulk vessels in the year ahead, with producers predicting a continuation of the boom at present sweeping the world steel markets. Steely nerve of pioneer Grimaldi EMANUELE Grimaldi admits ruefully that sometimes being a shortsea shipping pioneer is less fulfilling, and more nerve-racking, than meets the eye.

### **Stelmar deal blights OSG's credit outlook:**

A HEAVIER debt burden in the wake of its \$1.3bn acquisition of Stelmar Shipping has dented Overseas Shipholding Group's credit outlook, although ratings agency Moody's has stopped short of an outright downgrade of the company's credit ranking for now.

### **Sukawaty plays cautious rising star to a new satellite generation:**

MEETING Andy Sukawaty for the first time is made all the more significant by doing so in the office once occupied by his flamboyant predecessor, Michael Storey. Gone are the cigars and African carvings, the frank admissions, the off-the-record asides.

### **German shipping pays high price for Bush visit :**

GERMANY'S inland shipping predicts that the state visit of US President George W. Bush to Germany today will cost them •500,000 (\$662,000) in lost business, writes Katrin Berkenkopf in Cologne .

### **TOP Tankers hints at dry bulk entry:**

Nasdaq-listed TOP Tankers has reported bullish profits for last year after a big expansion of its tanker fleet and says it could diversify into the dry bulk arena in the year ahead.

### **Truly, a ship for all seasons:**

We sat in the saloon bar of The Grapes, long since demolished but then a useful watering hole in London's Minorities, conveniently close to Sir John Cass College, where we were completing our cramming for Masters.

### **TSA fires warning shot ahead of rate round:**

SHIPPERS moving cargo from Asia to the US have received a warning shot from ocean carriers as the two sides prepare for the annual round of contract renewals that will set the tone for the coming year.

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**[kunalanshuman@yahoo.com](mailto:kunalanshuman@yahoo.com)**

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## Two seafarers missing after ship sinks in Aegean Sea:

**TWO** Ukrainian seafarers were still missing last night after a 27-year-old cargoship sank in the Aegean Sea, writes Nigel Lowry in Athens.

## Union ballot of ABP staff threatens dock strike:

**UNIONISED** dockworkers at Associated British Ports are to be balloted on industrial action, following the collapse of pay talks between the company and the Transport and General Workers' Union.

## US tolls plan raises ripples on Seaway:

**A PROPOSAL** last week by the Bush administration to revive tolls next year on the US portion of the St Lawrence Seaway has received a frosty reception from shipping lines and Great Lakes ports.

## V.Ships and IMC in Asia venture

**V.SHIPS** and top Singapore bulker operator IMC are to join forces in a shipmanagement joint venture, with the game plan of becoming the biggest player in Asia by 2008.

## We ignore threats at our peril:

**"DESTROY** their embassies, attack their interests, sink their ships and shoot down their airplanes. Kill them in land, at sea and in the air."

## Workers can claim for asbestos anxiety says judge:

**HUNDREDS** of former engineering officers and shipyard workers will now be able to get compensation from insurers because of the anxiety resulting from asbestos-related lung damage, following a landmark court ruling this week.

## Yemen to realise LNG global supplier status at last:

**YEMEN'S** long-held dream of becoming a supplier of liquefied natural gas looked set to become a reality yesterday after the signing of long-term deals for the export of more than 6m tonnes a year.

## Riot at Iraq's Khor Al Zubair port forces out AP Moller-Maersk:

**AP MØller-Maersk** has withdrawn from Iraq's second-largest port after demonstrators rioted at the site, Bloomberg reports.

## Scepticism greets market reports of 44-ship Qatar LNG order:

**Reports** that South Korea's three leading shipyards have scooped orders for 44 liquefied natural gas carriers worth more than \$10bn from Qatar are being treated with scepticism.

## Titan bond issue to fuel fleet expansion:

**Tanker** and oil trading group Titan Petrochemicals plans to raise \$400m through a bond issue to support a doubling of its fleet.

## Norway blast widow seeks malpractice damages:

**THE** widow of a Filipino seafarer who perished in the Norway explosion of May 2003 has launched a \$1m legal malpractice lawsuit against the estate of William Huggett, the dead lawyer who had represented her husband in compensation proceedings against operator Norwegian Cruise Line.

## UK P&I Club defends safety of gas carriers:

**EXPERTS** at the top liability insurer for liquefied natural gas and petroleum carriers have delivered a stout defence of the vessels' safety record.

## IPO enthusiasm unchecked as TBS announces listing:

**THE** tail wind of enthusiasm for shipping in today's Wall Street has encouraged TBS International, a high-yield era survivor of the 1990s, to file for an initial public offering.

## Hoverspeed quits Dieppe fast ferry link:

**HOVERSPEED** is to abandon its Dieppe-Newhaven fast ferry service following the failure of negotiations for a takeover of the line by French local authority backed operator, Transmanche Ferries.

## James Fisher flexes its financial muscles:

**James Fisher**, the UK marine services and small tanker operator, is flexing its financial muscles for larger corporate acquisitions following a 28% increase in full year profits and a strengthening of its balance sheet.

## Cattle beefs up Inchcape's cruise plan:

**Coming** up with a management package that suits both the cruise and tanker industries may not be

easy to achieve immediately. The kind of regional contract that Inchcape Shipping Services is seeking in the cruise sector to complement its service in the tanker industry "does not come overnight".

## RP seamen's remittances up 12.9% to \$1.461B:

**SIX** percent more **Filipino seafarers** were deployed last year compared to 2003, resulting in a 12.9-percent increase in remittances, worth 1.461 billion US dollars (about 80 billion pesos), Labor Secretary Patricia Sto. Tomas said. Quoting the Philippine Overseas Employment Administration (POEA), Sto. Tomas said remittances are up from 1.294 billion dollars in 2003, as 229,002 Filipino seafarers were deployed in 2004, up from 216,031 in 2003. POEA records also show that for the first two months of the year, January 1 to February 23, 2005, seafarers deployment again increased globally by some 4.4 percent from 33,956 for the same period in 2004 to 35,452 this year. "These developments show that our projection of a continuing growth in seafarers' deployment and references are on track," Sto. Tomas said, adding that "these will reinforce the Philippines' status as the world's leading manning center accounting for 25 percent of the seafarers manning the global shipping industry." She said this status has been complemented by 34 bilateral agreements so far forged by the Philippines with various overseas governments to recognize Filipino seafarers within the framework of the Standards of Training, Certification, and Watchkeeping (STCW).

Maritime Training Council (MTC) acting executive director Ramon Tionloc Jr. said the stringent preparation of Filipino seafarers for shipboard duties overseas has continued in close compliance with the International Maritime Organization's (IMO) amended 1995 STCW. Tionloc, concurrent deputy administrator of the POEA, said that consistent with the STCW, the National Assessment Council successfully issued another 82,879 national certificates to Filipino seafarers, 73,421 of them existing seafarers and 9,458 new seafaring entrants, in 2004.

He said that basic safety certificates comprised the majority (25,134) of the national certificates issued by the NAC to seafarers last year, followed by proficiency in survival craft and rescue boat (21,090), and advanced fire fighting (11,339). The others were on medical first aid (8,231), general tanker familiarization (7,297), medical care (2,408), specialized

oil tanker (2,225), crowd management for passenger ships (1,596), specialized chemical tanker (1,595), specialized liquefied gas (656), crisis management for passenger ships (613), crowd management for ROROs (roll-on, roll-off) (270), fast rescue boat (214), and crisis management for ROROs (211).

### **Viking ready to meet steep demand for immersion suits:**

By the summer of 2006, some 35,000 cargo ships normally carrying just three immersion suits will need to have, at least one for each person onboard. Viking Life Saving Equipment is therefore advising owners to buy now and beat the rush. "Cargo shipowners and operators are urged to purchase additional immersion suits well ahead of new SOLAS regulations entering force that require them to do so," says Jorgen Holm, the company's global sales manager for cargo ships. From 1st July 2006, immersion suits must be provided for every person onboard according to the ships manning instructions. Before Resolution MSC.152 (78) was adopted in May 2004, only three suits were needed, for the man overboard boat crew. "We're talking about hundreds, thousands of new immersions suits," says Mr Holm. "We are encouraging shipowners to start ordering now. If they leave it too late and in May 2006 say: we need 20,000 suits, and then there will be a problem." The company anticipates that the amendment will affect some 35,000 vessels, although ship types other than bulk carriers will not be affected by the rule as immersion suits are deemed unnecessary if a ship is constantly engaged on voyages in warm climates. Additionally, if a ship has any watch or work stations which are located remotely from the places where immersion suits are normally stowed, extra suits need to be provided in these areas for the number of people normally carrying out their duties at any time. "Some countries including Canada and Iceland have already implemented the suits for all on board regulations, but the number needed will still be huge," says Mr Holm. He adds that Viking Life Saving Equipment is investing considerable amounts to make sure the demand is met, not only for the supply of immersion suits but also for repair and maintenance: the company is establishing a global sales and servicing network for immersion suits to ensure that shipowners and operators can meet the requirement quickly and effectively.

### **Lubmarine introduces new cylinder lubricant for low-sulphur fuels:**

Lubmarine has developed a new lubricant specially designed for use with low-sulphur fuels. The lubricant, TALUSIA LS 40, has successfully completed in-service tests and is now approved by MAN B&W and Wartsila Sulzer designs. It is now available in the major European ports and will be available in selected ports worldwide in 2005. Low-sulphur fuel will be compulsory in certain waters from May 2005 following the ratification of MARPOL Annex VI. TALUSIA LS 40 is designed for engines operating continuously with low-sulphur fuel. Advantages include: Minimal piston ring and liner wear; Maximum cleanliness; Longer periods between overhauls; Reduced engine maintenance costs; High design safety margins, allowing for safe feed rate optimisation. "TALUSIA LS 40 retains the same levels of detergency, anti-wear properties and thermal stability that operators have come to expect from our well-known TALUSIA HR 70, but has been designed especially for low-speed engines burning low-sulphur fuel," says Claude Ouvrier-Buffet, head of TOTAL Lubmarine's Technical Department. "TALUSIA HR 70 has already proven in service that it is possible to reach low lube oil feed rates with perfect security, and the same possibility - and potential cost saving - is offered to our customers with the new TALUSIA LS 40."

### **UK Government backs recycling report:**

The UK government has stood behind a multi-partisan report on the future of the domestic ship recycling sector, published by the House of Commons environment, food and rural affairs committee. By definition, this also reinforces the UK's commitment to environmentally sound break-ups for all its vessels. The government, a participant in the joint working group set up by the IMO, the International Labour Association and the Basel Convention (which meets in London this month and is likely to be very much in the news), backed the report which recommends the development of a UK scrapping sector - possibly supported by the state - because of the dangers to the environment and to human life posed by corresponding Third World operations. The committee's investigation was initiated after last year's Ghost Ship catalyst controversy involving Able UK's

contract to scrap US naval ships. Able's Chief Executive, Peter Stephenson, praised the government's backing of this report that has led to a commissioned study into UK recycling facilities and potential sources of financial assistance within the EU. Mr Stephenson referred to these as "positive messages" from the government and expressed confidence that any study's findings will conclude that Able UK has the best facilities in the UK, possibly in all of Europe.

### **UK Flag flies up world rankings:**

Since the introduction of the tonnage tax in 2000, the fleet flying under the UK flag has moved up to 15 from 33 in the world rankings. Last month, speaking at the Chamber of Shipping's annual dinner, its president Michael Parker stressed positive growth indicators like significant investment by foreign companies. An example of this is French container ship company CMA CGM. Having brought 11 ships into the UK tonnage tax system in just over a year, the company has stated that it may bring in more on the proviso that no detrimental scheme changes are made. A requirement to employ British people would not constitute such a change, fortunately, as several of its previous UK cadets have already been employed and another seven have just signed up for a three-year training programme. Moving on and noting the need for adequate UK port infrastructure, Parker also urged the government to realise the risks of not providing it. He also welcomed the reactivation of the shipping task force, which looks at providing more employment within the industry.

### **A European Union coastguard**

is closer to being launched following yesterday's closed-door negotiations which saw members of the European Parliament convince a reticent Council of Ministers to accept the principle for the first time.

At Parliament's request, the European Commission will compile a feasibility study on the setting up of a European coast guard service. This study should be followed by a proposal on an EU coast guard by 2006. Members of the European Parliament also demanded that the European Maritime Safety Agency EMSA assist Member States in tracing illegal discharges by providing satellite monitoring and surveillance. Rapporteur Corien WORTMANN-KOOL (EPP-ED, NL) said this was a great success for

Parliament, as Council at an earlier stage was against EU sanctions. The European Council of Ministers had argued that this was a Member State's competence.

**Briefing 13/2005:** Agencies adopt co-ordinated approach to ship scrapping as Joint Working Group makes progress. A Joint Working Group on ship scrapping established by IMO, the International Labour Organization and the Conference of Parties to the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal concluded its first meeting at IMO headquarters in London.

The overall task set by the three Organizations for the Group was to act as a platform for consultation, co-ordination and co-operation in relation to their work programmes and activities with regard to issues related to ship scrapping. The Group aimed to promote a co-ordinated approach to the relevant aspects of ship scrapping with the aim of avoiding duplication of work and overlapping of roles, responsibilities and competencies between the three Organizations, and identifying further needs. During the meeting, the Group considered the respective work programmes of the pertinent bodies of ILO, IMO and the Conference of Parties to the Basel Convention on the issue of ship scrapping and developed a list of the main items that are being considered by the three Organizations concurrently. This includes the possible development of mandatory requirements, a reporting system for ships destined for recycling, the development of a "single list" of potentially hazardous materials on board, the issue of the abandonment of ships on land or in port, the promotion of the implementation of the Guidelines on ship scrapping and technical co-operation. For each item identified, a list of work programme activities being carried out or planned by each of the Organizations was developed, and a number of recommendations were proposed to be taken into account by the three Organizations, as appropriate, during their future deliberations on these work items. Specifically, the Group agreed that the three Organisations should ensure that the issue of "abandonment of ships on land or in ports" would be adequately covered by an international legally binding instrument, as deemed appropriate. With a view to identifying any possible gaps, overlaps, or ambiguities, the Group began a comprehensive initial examination of the relevant IMO, ILO and BC guidelines on ship scrapping based on a comparison

of the issues presented in each of the guidelines in the form of a matrix, and a draft overview paper outlining the purpose of each of the guidelines, their respective field of application and main contents. However, it was recognized that this was a large undertaking that was unlikely to be completed at this initial meeting. The Group agreed that intersessional work and further work at the second session would be needed. The implementation of the guidelines was seen as being of paramount importance for the minimization of the environmental, occupational health and safety hazards related to ship recycling and the improvement of the protection of human health and the environment at ship recycling facilities.

The Group agreed that each Organization should consider the translation of its guidelines into the working languages of the main ship scrapping States, and that each should also ensure that a user-friendly web page is established, providing information on ship scrapping matters and a link to the other two Organizations' relevant web-pages and guidelines. It also agreed to invite the ship scrapping States to make point-of-contact details for the competent authorities responsible for issues related to ship scrapping publicly available, and to invite Governments and all involved stakeholders to provide information to the three Organizations on any experience gained in the implementation of the guidelines.

The implementation of the guidelines should be also promoted, it was agreed, through joint technical co-operation activities and the Group agreed to invite Governments and other stakeholders to provide information to the three Organizations on any technical co-operation activities or other relevant initiatives already launched or planned so that these activities could be taken into account in the future technical co-operation programmes of the Organizations. Each Organization should be asked to invite the other two to participate in any workshops or seminars they organize, and that a section providing information on the guidelines of the other two Organizations be included in the programme of any such activities. It was agreed that the three Organizations should be asked to consider a global technical co-operation programme on ship scrapping. In considering the issue of the establishment of a ship recycling fund, the Group was of the opinion that all efforts should be

focused on the further consideration by IMO of the proposal which had been agreed in principle by MEPC 52 for the establishment of an International Ship Recycling Fund to promote the safe and environmentally-sound management of ship recycling through IMO's technical co-operation activities.

During the meeting, a general discussion took place on issues such as the possible roles of flag States, port States, recycling States and other concerned states in the context of ship scrapping, as well as on possible reporting systems for ships destined for scrapping, but it was agreed that more substantive discussions would require the prior submission of documents and written proposals for consideration by the Joint Working Group.

The Group also agreed that any regulatory measures proposed should aim at the development of a realistic, well-balanced and effective solution to the problems of ship recycling and which at the same time should take into account the need for sustainable ship breaking, and that it should be recommended that ship scrapping countries submit to the three Organizations, as appropriate, any available information on their ship scrapping activities. Additional information Mr. Jens Henning Koefoed of Norway was elected as Chairman of the first Joint Working Group.

The full report of the first session of the Joint ILO/IMO/BC Working Group will be submitted to the 53rd session of the IMO Marine Environment Protection Committee, to the 4th session of the Open-ended Working Group and to the 292nd session of the ILO Governing Body.

Among the items to be discussed will be: overall objectives and priority-setting for the Joint Working Group with regard to ship scrapping; concepts such as environmentally sound management and prior informed consent; practical approaches that promote occupational health and safety and environmentally sound management of ship scrapping; possible roles of concerned States, such as flag States, port States and recycling States in the context of occupational health and safety and the environmentally sound management of ship scrapping; requirements of a reporting system for ships destined for scrapping; basic principles of an applicable control mechanism; pre-

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cleaning and preparation of ships and its role in sustainable ship scrapping operations; the abandonment of ships on land or in ports and the potential benefits of a mandatory ship recycling plan. ILO - the International Labour Organization - is the UN specialized agency which seeks the promotion of social justice and internationally recognized labour standards. IMO - the International Maritime Organization - is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships. The Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal was adopted in 1989. The Secretariat is administered by the United Nations Environment Programme (UNEP).

### **New fund heralds better deal for oil pollution victims:**

Increased levels of compensation will be available for victims of oil pollution from oil tanker accidents on 3 March 2005 with the entry into force of the 2003 Protocol establishing an International Oil Pollution Compensation emerging standard for paperless charts, as well as a speed log, echo sounder, autopilot, radars, gyrocompasses, global positioning systems and weather sensors. The bridge system is also integrated with engine and steering control systems and closed-circuit TV that can be used to assist in docking.

The X-Craft is scheduled to be delivered to the Navy in April 2005. IBIA Chairman calls for sustainable bunker improvements. The International Bunker Industry Association (IBIA) has elected a new Chairman and executive committee and made a strong call for further action to improve the quality of the bunker supply process. Don Gregory, Director Environment and Sustainability for BP Marine was elected Chairman of IBIA last week. In his inaugural speech he said, "Quality is the big issue. There have been a number of bunker quality incidents this year which have resulted in engine damage and bad publicity. We, the industry, ISO, CIMAC, Singapore port authority and others have spent years defining rules and specifications but still have some way to go to make substantive and sustainable improvements in the industry. I believe we need to fundamentally re-assess the way the

bunker industry manages its supply processes. We need to establish a process of continuous improvement in procedures to move the industry image from a dirty bunker industry to a modern and progressive marine energy supply industry. We need to eliminate quantity complaints." Continuing his tough new line, Mr Gregory told the 565 members of the bunker industry gathered in London for the annual IBIA dinner, "On the international regulation front, this year sees the implementation of Annex VI to Marpol. It affects us all, suppliers, buyers and everyone else. For example, from May, Annex VI requires each delivery of bunkers to be accompanied by a Bunker Delivery Note specifying the measured density and sulphur content of the product delivered. If you don't know what I'm talking about, then I suggest you get up to speed quickly. IBIA is here to help with information and guidance, but you have to do the job." RINA Fleet Comfort Class awarded to Grandi Navi Veloci Italian ferry operator Grandi Navi Veloci (GNV) has been granted the Fleet Comfort Class award by RINA, to certify the high level of comfort onboard its fleet of cruise.

### **Brutal return of Malacca pirates:**

Heavily-armed pirates have returned to the Malacca Strait after a two month period of inactivity following the Asian tsunami. Bureau Veritas partners in ship assessment tool development Bureau Veritas is to manage an EU-funded project which will cut the time needed to process thickness studies of ships' structure. The project will develop electronic tools to speed drydock and repair times and cut repair bills for shipowners. "We will be working with a powerful team of expert partners on the CAS project (Condition Assessment System). Together we will produce a tool which will have significant benefits for shipowners, says Pierre Besse, research and development director for Bureau Veritas. It will cut out the manual handling and interpretation of thickness measurements, and simplify the handling of all thickness data, right from the measurement through to using the data in the most complex condition assessment tools, allowing definitive repair decisions to be made on the spot."

THE CAS project is funded by the EU and is expected to last three years, running from 1st February 2005. The partners are Bureau Veritas, Germanischer Lloyd, Russian Shipping Register, Material Europe, Spanish engineering

group SENER, the Portuguese institute IST, Lisnave, French subsea robot maker Cybernetix, Intertanko and Total. The initial focus of the project is to back up the application in practice of IMO's Condition Assessment Scheme for older single hull tankers. This scheme involves processing vast quantities of Supplementary Fund. The Fund will supplement the compensation available under the 1992 Civil Liability Convention (CLC) and the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (FUND), with an additional, third tier of compensation. Participation is optional and is open to all States which are parties to the 1992 Fund Convention.

### **Campaign for Quality Shipping Gains Support:**

The campaign for quality shipping has assumed the focus of attention of the international shipping industry following the Erika disaster. The unfortunate accident, that involved a classed tanker breaking into two, begged the question of transparency, in particular whether the industry could be relied upon to regulate itself. Not unexpectedly, the country and the region most affected by the accident, responded swiftly with calls for specific rules and standards to be applied to vessels entering the waters in the region. The Asia-Pacific region, which accounts for about half of the world shipping tonnage, would no doubt be most affected by such unilateral approach to rules and standards setting.

Recognising that only the International Maritime Organisation should be the authority on rules and standards setting affecting the international shipping industry, a quality shipping seminar in Singapore discussed some pertinent issues and implications of the "Quality Shipping Campaign" aimed at the Asia-Pacific region. In attempting to define what constitutes quality shipping, it was agreed that a "sub standard" ship and operation is one that is substantially below IMO requirements specified under IMO 787(19). A quality ship, or operation would thus be one which complies with applicable international standards of the day as well as any related, or additional standards set and accepted by others. It was agreed that in relation to the chain of responsibility, the primary responsibility for quality shipping rests with the OWNER, or OPERATOR of the ship. The first line of defense is with the Flag State which is required to have a fleet with good

safety record and which causes minimal damage to the marine environment. The second line of defense rests with the Port State, which is required to act as the "quality auditor". The nub of the matter in ensuring quality shipping is transparency. Transparency is an important factor in the communication between the Flag State and Port State as well as other relevant agencies in the industry. In this regard the creation of the Equasis data-base at the initiative of France, was welcomed. Equasis, scheduled to be on line May 2000, could be used to deal primarily with identification of higher risk vessels as well as publicize vessels and companies of high quality. There was also agreement that quality seafarers are fundamental to quality shipping. Shipping companies, in cooperation with governments must take responsibility to train more seafarers and in this respect the initiatives under ISM Code and STCW '95 are developments in the right direction. The Asia-Pacific shipping community must look ahead by using the findings and views expressed at the seminar to plan its future work in support of quality shipping worldwide.

Equasis will contain data from inspections, including on detentions. Equasis is being developed to provide those in the maritime industry with a single point of access to relevant data on marine safety and quality of ships. Equasis is envisioned to provide a host of services, such as; Port states will be able to obtain a vessel's history from outside its own region; Cargo owners will be able to determine the port state control of vessels that might carry their cargo; Insurers will be able to better assess the condition of ships and the likelihood of problems resulting in claims; Flag states and classification societies will be able to view compliance information from port state control and other sources that will help them identify companies within their fleets that fail to maintain compliance.

**Costalas buys seven tankers for UK venture:** FORMER Osprey Maritime boss Peter Costalas has bought seven chemical tankers from Finaval of Italy for a new outfit based in London to take advantage of British tonnage tax.

Details of a meeting of European Union (EU) maritime policy makers to be held at the Seatrade London International

Maritime Convention in October 2005 were unveiled today. Officials from across the European Union will meet at the shipping industry convention in London to discuss ways to assure the continued supply and sufficient number of competitive, high-tech and quality European seafarers. The meeting will be chaired by the UK's Minister for Shipping, and will feature on the official calendar of the UK's six month-long EU Presidency. The meeting is one of a number of high-level sessions taking place during the two-day event at London's ExCeL centre between 5 and 6 October 2005. The Lord Mayor of the City of London, Michael Savory, will be hosting a conference session examining the interdependence of maritime centres around the world. This comes in the wake of a recent report published by the Corporation of London that described the increasing competitive.

### **Environmentalists slam ship scrapping meeting:**

A Joint Working Group on ship scrapping established by IMO, the International Labor Organization and the Conference of Parties to the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal concluded its first meeting at IMO headquarters in London last week and environmentalists weren't happy with the outcome. Greenpeace and the Basel Action Network (BAN) say that „the meeting was hijacked by the shipping industry interests throughout, blocking any attempts to clean up the practice of exporting toxic laden vessels to Asia, risking the health of workers and the environment.“ „The meeting could be called a victory for dumping-as-usual—and a source of temporary satisfaction for a shipping industry that does not wish to change its ways, and for those states that support this irresponsible industry—most notably Norway, Japan, and Greece," said Kevin Stairs of Greenpeace International. The environmentalists say that in October 2004 the Basel Convention reiterated that waste ships fall under the Convention, which was created to prevent the dumping of toxic wastes from rich to poorer countries. It calls for minimizing the transboundary movement of hazardous wastes and has passed a decision to ban all such exports from developed to

developing countries. The environmentalists maintain that the need for the signatories to the Basel Convention to clean up the ship scrapping industry is urgent as European deadlines near for phasing out over a thousand single hulled tankers. According to environmentalists, "the IMO delegates allied with the shipping industry" held sway over last week's meeting" with Norway at the helm, holding two of the three chair positions, effectively blocking most of the recommendations made by Basel delegates or non-governmental organizations. Both of these make pretty mind numbing reading. But it seems pretty clear that some progress is being made towards what Jean-Claude Sainlos, Director of IMO's Marine Environment Division describes as „development of a realistic, pragmatic, well-balanced, workable and effective solution to the problem of ship recycling, which will take into account the particular characteristics of world maritime transport and the need for securing the smooth withdrawal of ships from trade at the end of their operating lives.“ With the bureaucracies of three international organizations involved, this is inevitably going to be a tedious process—and it's hard to believe that even Greenpeace could expect the first meeting of a working group to wave a magic wand that would suddenly transform ship breaking as we know it into the ship recycling industry environmentalists would like to see.

### **France Telecom announces availability of 128 Kbit/s ISDN service for Fleet 77 terminals:**

France Telecom Mobile Satellite Communications has launched a 128 Kbit/s ISDN service for Fleet 77 terminals. The new service has been developed in response to increasing use of high-bandwidth applications among maritime professionals. Users can request the 128 Kbit/s upgrade from the relevant equipment manufacturer, who will simply reconfigure the software. The existing 64 Kbit/s service will remain unaffected by the upgrade. The main advantages of the 128 Kbit/s service include: sending same amounts of data twice as fast (e-mails, database files etc.); benefiting from greater fluidity and increased quality

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levels for high-bandwidth applications such as videoconferencing and ship management programmes; transferring and receiving high-volume data such as geological charts and weather bulletins significantly more quickly; benefiting from a 10 per cent cost reduction compared with the 64 Kbit/s service for equivalent volumes of data transferred thanks to France Telecom Mobile Satellite Communications price plan. Many of our customers have expressed a need for a high-bandwidth satcom solution that, in addition to the technical capabilities, is easy to set up and above all, remains affordable, says Ghani Behloul, Maritime Marketing Director for France Telecom Mobile Satellite Communications. With 128 Kbit/s we are very pleased to be able to address this need.

### **Iridium announces 2004 revenue and subscriber growth:**

Iridium Satellite had more than 114,000 subscribers as of 31st December 2004, a 22.5 per cent increase over its total number of subscribers at the end of 2003. Whilst the company's revenue for the full-year 2004 increased by 23.2 per cent over total revenue for the prior year. In 2004, our subscriber base and revenue grew solidly in the double-digits, says Iridium Satellite Chairman and Chief Executive Officer, Carmen Lloyd. We also ended 2004 with positive EBITDA (Earnings Before Income Taxes Depreciation and Amortization) versus negative EBITDA in 2003 a positive change of more than \$20 million. These results reflect the success of our vertical market strategy, which places particular emphasis on our three largest segments: maritime, aviation and defence/government. Of particular importance, demand for Iridium's data services grew sharply. In fact, in 2004, our data usage grew 49 per cent over 2003.

### **Lloyds Register to class world's first 10,000 teu container ships:**

Lloyds Register is to class the world's largest declared capacity container ships four 10,000 teu vessels, to be built in Korea at Hyundai Heavy Industries for China Ocean Shipping Corporation (Cosco). The vessels will be delivered between late 2007 and mid-2008. Each of the ships will have a length overall of 349 m, a breadth of 45.6 m and a depth of 27.2 m. Each ship will be fitted with a 12-cylinder 94,000

horsepower engine to enable a trading speed of 25.8 knots. We are delighted to have won this significant classification contract, says John Stansfeld, Director of Lloyds Register Asia. We have made great strides in the container ship sector over the past few years, especially in the post-panamax size bracket. We have gained significant expertise and knowledge of large container ships and look forward to working with HHI and Cosco on this. Using the wrong bearing pads jeopardises ship safety. Ship safety is put at risk if low-friction bearing pads on hatch covers are not renewed when worn, and if they are not replaced by the correct type of pad. That's the message from MacGREGOR.

Low-friction bearing pads are one of the important features enabling modern container ships to get bigger. These pads ensure the operational functionality of hatch covers throughout the lifetime of pads do wear, however, says Rauno Rajalampi, technical manager for container ship hatch covers. The wear of an individual pad depends on its location and the actual loading it has been subjected to. Therefore pads need to be changed gradually depending on their wear not the whole shipset at once. There are serious consequences if maintenance is neglected, or if changes are made to the originally specified features of the system when replacing pads. Mr Rajalampi says that the two most common mistakes are: the pads are not changed when they ought to be; the pads are replaced by another type, for example pads with higher friction coefficient. Increased friction or using the wrong pad material can cause the non-replaceable stainless steel mating plates to be permanently destroyed, which would prevent the correct bearing pad type being fitted later. This damage, or increased friction, could lead to cracks in the ship's hull and/or hatch covers. The same effect will be caused if the bearing pads are not changed on time and the steel holders of the bearing pads then contact the mating plates. In addition, the service life of a replacement pad of the wrong type is considerably shorter than the lifetime of a genuine and functionally compatible spares component.

### **Mivan snags cruise ship contracts:**

Northern Ireland-based specialist contractor Mivan has secured three cruise ship contracts with P&O Cruises and Ocean Village totalling around 1.5 million. The company will be involved with the conversion of the

Artemis (formerly Royal Princess) and the refits for Oceana and Ocean Village. Mivan Chief Executive, Dr. Ivan McCabrey says, This is another great start to the year for us and the cruise ship sector. By mid 2005, we will have completed 10 cruise ship projects over 30 months a significant part of the factory's workload during that period. All three projects will take place between April and June of this year. Both the Oceana and Ocean Village refits will be carried out at A&P Southampton, UK, whilst the Artemis conversion will happen at Lloyd Werft in Bremerhaven, Germany. Mivan's work on the Artemis includes refitting the casino, cyb@study, emporium, library and international lounge. The Artemis inaugural summer season covers Europe from Southampton and in October 2005 destinations include Easter Island, Cape Horn, the Falkland Islands, the Azores and ports in Uruguay, Chile, Brazil, Venezuela, Tahiti, Barbados, Hawaii, Tonga and Mexico. Upgrades to the Oceana include a new atrium dance floor and sales kiosk, refurbishing the Le Club lounge and creation of a new teens area. Whilst the Ocean Village will have a new Charlies Bar installed with a complete refurbishment to Base Camp children's area.

### **MacGREGOR supplies elevators for Tallinks third new cruise ferry:**

MacGREGOR's Passenger Ship division has won the contract to supply elevators for a third giant cruise ferry under construction at Aker Finnyards for the Tallink Group. At 48,300 gt the vessel will be even larger than the previously ordered 40,000 gt cruise ferries Victoria and Romantika and is among the five largest ferries in the world. She is due for delivery in spring 2006, when she will start operating in the Baltic Sea, on the Tallinn to Helsinki service. The new 2,800-passenger cruise ferry will feature nine elevators, which is three more than MacGREGOR supplied to the 2,500-passenger vessel Victoria, which was delivered last year and Romantika, delivered in 2002. The five passenger elevators make between five and seven stops, and will be able to carry 16 people or a load of 1,200 kg. One of the service elevators is designed for the same 1,200 kg load and makes nine stops; a further two have a larger 1,500 kg or a 20-person capacity and make between two and seven stops. All the elevators use MiniSpace technology and have a service speed of 1.0 m/s. McMurdo M-2 AIS receives Type Approval

by FCC McMurdos new M-2 Automatic Identification System (AIS) has received type approval from the Federal Communication Commission in Washington, D.C., clearing the way for its use in the US. The M-2 fulfils the IMO requirements for Class A, AIS transponder system. It is also suitable for service on all vessels that must by local code, rule or regulation fit AIS equipment to comply with the international code for the security of ships and port facilities (ISPC). Many smaller vessels in commercial service are now also required to fit AIS to comply with the USCG AIS rule, which may apply to both US-flag and foreign-flag vessels sailing within US territorial waters. Put 'Safety Guide' in the Subject Field and include your name and address. Transas installs UAIS onboard record breaking vessel :Transas has completed installation of a T-101 Universal Automatic Identification System (UAIS) onboard the salvage tugboat Fotii Krylov. Installation took place in Delgada Port (Azores), where the vessel is on duty on 20 minutes standby mode. Registered in the Guinness Book of World Records as the most powerful tugboat in the world, she operates in the northern Atlantica area on behalf of the International P&I Club. Transas also carried out UAIS installation onboard Fotii Krylovs sister salvage tug, Nikolai Chiker, located in

Capetown. The vessel also operates on behalf of the International P&I Club. Both vessels were built in Finland in 1989 during the Soviet period. Currently, they belong to the Russian Federation Navy and are operated by the Greek salvage company Tsavrilis. New appointment at Videotel : Videotel Marine has appointed Capt Milind J Karkhanis as Vice-President, Assessment & Design. Capt Karkhanis has left his post as a lecturer at Fleetwood Nautical College in the UK to join the training specialist. He has 15 years' experience sailing on general cargo ships, bulk carriers, tankers, OBOs and containerships, in addition to a subsequent shore-based career in shipmanagement, marine superintendcy, and ship registry. Videotel has created the post of Vice-President, Assessment & Design as part of its overall objective to meet the growing demands of companies in the maritime industries for a one-stop solution to all their training and assessment needs. The companys General Manager Mike Potts comments, "We are responding to the needs of those who want to be identified as quality shipping companies in the eyes of their customers and their shareholders. Shipowners and managers are looking to upgrade crew competence and to set standards in excess of the basic STCW benchmark. They have realised this is the

way to enhance safety at sea, protection of the environment, and crew efficiency." "I am delighted to be joining Videotel, where I will have the opportunity to use my hands-on experience in training and assessment to support shipowners and managers, and shore and sea staff," says Capt Karkhanis. FarSounder appoints new European dealers FarSounder has announced the addition of E3 Systems France and E3 Systems Spain as dealers for its FS-3 family of navigation and obstacle avoidance sonars. As requests for our systems from European based customers are increasing, we have looked to take on quality dealers who can service the needs of super yacht customers, says FarSounder CEO, Cheryl M. Zimmerman, The demand for both newbuild and retrofit projects requires integrators who can work where these customers are based, and E3 Systems has the facilities and expertise to meet their needs.

E3 Systems Spain is based in Palma de Mallorca, the super yacht gateway to the Mediterranean, and E3 Systems France is based in Antibes, the centre of the French super yacht locations on the Riviera. As part of E3 Group of Mallorca, Baleares, Spain, the companies provide technical sales and operations across the

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complete spectrum of technologies in use on super yachts. Iridium boosts list of value-added manufacturers : Iridium Satellite has announced that four new value-added manufacturers (VAMs) are now offering Iridium-based solutions for mobile data and voice applications. The new VAMs SeaWave, Zoca Container Security, Premier GPS USA and Telco Electronics have developed mobile satellite data systems for a wide range of applications, such as monitoring and tracking, remote telemetry, asset protection, security alert and remote control, as well as voice telephony and messaging. We offer a unique value proposition to the maritime market place, says Don Thoma, executive vice president of Iridium Satellite. It is important that with our partners we innovate to provide unique integrated voice and data applications that continue to add value to maritime operations.

### **New BV rules address FPSO cracking problems:**

Bureau Veritas has launched new rules for FPSOs which embody extensive recent experience with large floating structures and enhanced spectral fatigue analysis. BV's Rules for the Hull Structure of Production, Storage, and Offloading Surface Units are an up to date distillation of experience with a wide range of ship and box-shaped FPSOs. They take into account that the units have to remain onsite without drydocking for twenty-five years, with specific loads, and place new emphasis on reinforcing focal points where cracking has appeared on existing FPSOs. Marie-Francoise Renard, offshore leader for the marine division of Bureau Veritas, says, "We have been called in by several major operators of FPSOs to perform structural assessments of both converted and new built FPSOs, built to a number of different class society standards. The assessments show damage even in mild environments, especially to converted units. Using our powerful VeriSTAR tools we have been able to offer solutions for the lifetime maintenance of these structures, and we can now draw together the experience in this unique package of rules." Bureau Veritas is a world leader in fatigue analysis of Floating Units and has done extensive research with actual structures and computer modeling, validated by examination of and feedback from floating structures in service. That research has led to its capturing a large part of the market for Asset Integrity Maintenance of

floating offshore systems.

### **On the night of September 14,**

Coast Guard inspectors boarded the Katerina and saw evidence that the ship's oil-water separator was not being used. A second inspection on September 15 revealed piping designed to bypass the oil-water separator. Inspectors also found evidence that oil had recently been discharged overboard from the ship. Kallikis and Guinto are scheduled to be sentenced on April 4. Sullesta is scheduled to be sentenced on April 11. The obstruction charge carries a maximum possible penalty of 20 years in federal prison. This case is the result of an investigation by the United States Coast Guard Marine Safety Office, the Coast Guard Investigative Service and the United States Environmental Protection Agency's Criminal Investigation Division.

### **Port of Cork wins first Safety and Environmental Management Certification:**

Bureau Veritas (BV) has issued the first certificate under its IPSEM Code (International Code for Safety and Environmental Protection Management in Port) to the Port of Cork, in the Republic of Ireland. This certificate covers the safety and environmental management of the operations and maintenance at all Port of Cork general, dry bulk, liquid bulk, Lo-Lo, and Ro-Ro terminals, pilot launch, tug and multi-cat operations and the VTS system. "Validating our safety, operations, maintenance and environmental management practices against an independent standard has been a rigorous and useful exercise for us, says Captain Pat Farnan, Harbour Master of the Port of Cork. We are proud to be the global leader in demonstrating our high standards, and we see from our increased traffic and better results this year that detailed and constant attention to safety and the environment also pays off in increased business and efficiency and better services to our users." IPSEM is a code of practice and certification scheme for the management of safety and environmental protection in ports. It sets out a scheme for diagnosing the port or terminal's weaknesses in safety and environment management, and can include consultancy support to rectify those weaknesses. Policy, management processes, infrastructure, equipment, communication and waste disposal are all covered. International standards such as ISO14000, OHSAS 18001, APELL and

ISO 9001 are incorporated into the Code. Port authorities are awarded a five year certificate following audit of the system, with annual inspections to maintain validity. "This independently audited code and certification scheme is unique, and for the first time, it gives port operators a defined structure within which to manage safety and the environment, and proof that they are doing it correctly," says Alain-Michel Chauvel, responsible for the development of the code for BV's marine division. "We have combined our experience of shipping and property risk analysis and quality certification to develop a code which brings port operators real benefits. It has taken the Port of Cork two years to go through the rigorous process to achieve this very real standard, and it is already proving its worth to them."

### **QinetiQ and partners start work on ARTIST programme:**

QinetiQ and its partners AMS and Roke Manor Research have begun work on ARTIST (Advanced Radar Technology Integrated System Test-bed). This 8.1 million contract is to build a research demonstrator system and assess techniques to support the next generation of maritime multifunction radar (MFR). The 44 month programme includes preliminary testing in the UK with more extensive trials taking place in a follow-on programme. The programme includes collaboration with the US bringing together over 20 years of MFR expertise. It is funded in the UK by MOD UK Director Equipment Capability - Above Water Effects, and was placed on his behalf by the Research Acquisition Organisation. The US Navy is funding the programme in the US and the work will be undertaken by Lockheed Martin. One of the outputs of the collaboration will be a demonstrator test-bed for each nation - the UK ARTIST and the US ARTIST. "The ARTIST programme builds on the UK team's significant track record in maritime radar research, which includes the MESAR (Multifunction Electronically Scanned Adaptive Radar) programmes and the Sampson radar system. QinetiQ's expertise in radar and the ability to take research through to technology has been recognised with the award of this contract," says Paul Wrobel, QinetiQ's Director of Naval Programmes. The UK ARTIST system will be developed, built and evaluated by the UK team and the outcome will contribute to decisions on performance improvements to existing and planned radar systems,

including for the Type 45 destroyer and other future platforms. The UK team are pursuing battle-winning technology for high stability signal generation, advanced signal processing and radar management to support the detection of very small targets in dense clutter. In the UK, ARTIST will help to address Royal Navy Anti-Air Warfare and Anti-Surface Warfare capability requirements beyond the 2010 time frame, when operations in littoral waters and heavily cluttered environments are increasingly a concern.

### Simrad SP90 sonar assists in record breaking catch:

A Faroe Islands trawler has recorded the biggest ever catch of blue whiting, at 3,200 tonnes over a two day period. The pelagic trawler, Krunborg, utilised the omni stabilised Simrad SP90 sonar to increase catch efficiency and its ability to determine exactly where the most dense schools are.

"We are very pleased with the new SP90 sonar. It is easy to operate together with very good long range detection and a very clear picture with extremely low noise near the ship," says the skipper onboard Krunborg. "Targets don't disappear anymore and we are able to follow them from long distance, until we can see them on the echo sounder. These features together with many other unique Simrad sonar features give us a big advantage now compared to when we were using the old sonar we had onboard." The Krunborg has recently been extended by several meters. During the docking period at a Polish shipyard, the owners decided to change the sonar onboard to a new windows based upgradeable SP90 sonar, with multi frequency and third generation beam stabilisation. The SP90 was initially designed for the tuna fisheries around the

equator but over the last three years, it has become an essential tool for large trawlers and purse seiners in the North Sea.

### Sperry Marine supplies IBNS

**to US:** Navy's X-Craft Sperry Marine has supplied its latest Integrated Bridge and Navigation System (IBNS) for the US Navys new Littoral Surface Craft Experimental, or X-Craft", which was christened earlier this month. Developed by the Office of Naval Research, the vessel is an experimental high-speed, aluminum-hull catamaran that will be used to test a variety of technologies allowing the Navy to improve operations in littoral, or near-shore, waters. The IBNS includes a naval electronic chart display and information system, meeting the Navys information, including thickness measurements, visual assessments of coatings and visual inspection for cracking. The system to be developed in this project includes development of a simplified and flexible ship electronic model, which will include virtual reality and immediate worldwide access. Systematic comparison and consistency checks of measurement campaigns will trigger electronic alerts. Repair decisions and residual lifetime of the structure will be calculated with modern methods of risk-based maintenance modelling, with the interesting feature that the model will be updated after each measurement campaign. The system will be applicable to all ship types, but the initial focus will be on tankers and bulk carriers.

### Stronger measures against piracy needed:

An international conference on combating piracy and armed robbery against ships held in Tokyo recently called for stronger measures to

be taken by various authorities, including Flag States, to check the rising trend in piracy and armed robbery against ships in Southeast Asian waters. The International conference of All Maritime related Concerns, Both Governmental and Private, on Combating Piracy and Armed Robbery against Ships (March 28-30, 2000) issued the "Tokyo Appeal" containing urgent measures to be taken to address the crimes against ships and crews in the high seas.

The "Tokyo Appeal" called for the implementation and enhancement of self-protection measures on ships such as the introduction of position notification system technology, geared against hijacking and other heinous and organized acts. The conference, which was organized by the Japanese Ministry of Transport, stressed that piracy and armed robbery against ships was not an issue that could be resolved by individual states and needed coordination and cooperation of various agencies transcending individual positions.

It noted that in the light of the increase in the criminal acts involving international syndicates, there was an increasing prevalence in the acts involving multiple states and this made it more pressing on the need to strengthen cooperation among all states concerned in the affected area. Among other measures contained in the "Tokyo Appeal" include: Enforcing thorough reporting from victim ships to coastal/port states authorities; Strengthening patrols in domestic and territorial seas (and swift and strict investigation by coastal/port states of incidence of piracy and armed robbery against ships); Establishment of a legal framework by coastal/port states to facilitate and enhance effective

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4.	<b>Electrician (Marine)</b>	850 (basic)+Variable OT + 255 (Food Allowance)	

(Contd. from page 17)

prosecution of alleged criminals; Development of counter measures to be taken by all concerned governmental authorities; Each state to establish comprehensive information network of all governmental agencies by designating relevant offices as the operational contact point; and, Sharing and joint use of data relating to piracy and armed robbery against ships (for self-protection and early discovery of missing ships).

## Teekay to supply Axilock Fireproof Couplings to T45 project:

Teekay Couplings has been selected by BAE Systems as the framework supplier of sleeve type mechanical couplings to the Type 45 Anti-Air Warfare Destroyer project. This project forms the backbone of the Royal Navys future air defence capability in the UK. The agreement sees the Teekay Axilock Fireproof coupling being selected as the primary pipe joining method for low pressure pipe systems. Having already supplied the Axilock-FP coupling to the first of class, HMS Daring, the company will now supply the remainder of the project. It claims that the Axilock-FP coupling gives the build yard and end user huge space, weight, time and cost savings. We are delighted to have been selected by the Type 45 team to supply this prestigious project in this way, says Teekay Couplings Joint Managing Director, Ian Webb. The whole Teekay team has been involved in developing patented coupling products for many years and the Axilock Fireproof Coupling now leads the way in warship specification couplings of this type. It provides the Royal Navy with a modern, efficient, low cost and safe method of working with warship pipe systems throughout the life of the vessel.

## The IOPC Funds and IMO:

Although the IOPC Funds were established under Conventions adopted under the auspices of IMO, they are independent legal entities with their own Directors and own Assemblies. Unlike IMO, the IOPC Funds are not United Nations Agencies and are not part of the UN system. They are intergovernmental organizations outside the United Nations, but follow procedures which are similar to those of the United Nations. To become a member of the 1992 Fund, a State must accede to the 1992 Protocols to the Civil Liability Convention and the Fund Convention by depositing a formal

instrument of accession with the Secretary-General of IMO. These Conventions should be incorporated into the national law of the State concerned.

## IMO PRESS RELEASE:

Supplementary Fund for Compensation for Oil Pollution Damage enters into force  
New fund heralds better deal for oil pollution victims  
Increased levels of compensation will be available for victims of oil pollution from oil tanker accidents on 3 March 2005 with the entry into force of the 2003 Protocol establishing an International Oil Pollution Compensation Supplementary Fund.

The Fund will supplement the compensation available under the 1992 Civil Liability Convention (CLC) and the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (FUND), with an additional, third tier of compensation. Participation is optional and is open to all States which are parties to the 1992 Fund Convention. The total amount of compensation payable for any one incident will be limited to a combined total of 750 million Special Drawing Rights (SDR) (just over US\$1,145 million) including the amount of compensation paid under the existing 1992 CLC/Fund Convention. With the entry into force of the 2003 Protocol, IMO has substantially enhanced the compensation available under the 1992 Convention. It is expected that the increased compensation should put an end to the practice of pro-rating of payment of claims, which, although it has been unavoidable, has led to criticisms of the 1992 Convention. The 2003 Protocol will apply to damage in the territory, including the territorial sea and the Exclusive Economic Zone of a Contracting State. Annual contributions to the Fund will be made in respect of each Contracting State by any person who, in any calendar year, has received total quantities of oil exceeding 150,000 tons. However, for the purposes of the 2003 Protocol, there is a minimum aggregate receipt of 1,000,000 tons of contributing oil in each Contracting State. The Assembly of the Supplementary Fund will assess the level of contributions based on estimates of expenditure (including administrative costs and payments to be made under the Fund as a result of claims) and income (including surplus funds from previous years, annual contributions and any other income).

Amendments to the compensation limits established under the 2003 Protocol can

be adopted by a tacit acceptance procedure, so that an amendment adopted in the Legal Committee of IMO by a two-thirds majority of Contracting States present and voting, can enter into force 24 months after its adoption. The 2003 Protocol currently has eight Contracting States (a ninth country has also ratified the Protocol with entry into force of that ratification in May 2005). The entry into force requirements were ratification by at least eight States who have received a combined total of 450 million tons of contributing oil and these requirements were met in December 2004.

## USCG Commandant visits IMO HQ

IMO Secretary-General Efthimios E. Mitropoulos and U.S. Coast Guard Commandant Admiral Thomas H. Collins, have held discussions at IMO headquarters in London. Much of the meeting was taken up with talks on IMO's work on maritime security. Topics discussed included U.S. proposals on long-range tracking of ships, the importance of access to shore leave for seafarers, and IMO's technical co-operation activities to enhance maritime security. The security of strategic sea lanes, such as the Straits of Malacca, was also on the agenda. Last year, the IMO Council approved a high-level conference to consider ways and means of enhancing safety, security and environmental protection in the Straits of Malacca and Singapore. It is due to take place in Jakarta, Indonesia, later this year. The Secretary-General also confirmed IMO's plans to hold a similar high-level, sub-regional seminar in Aden, Yemen, on maritime security and prevention of piracy and armed robbery against ships. On broader issues, Collins and Mitropoulos discussed IMO's work on the voluntary Member State audit scheme, goal-based standards for ship design and construction, passenger ship safety and formal safety assessment. The Secretary-General thanked Admiral Collins for the valuable contribution that the United States continued to make to the work of the Organization, and stressed once again the crucial importance of a universally-accepted regulatory framework for such an international industry as shipping. Admiral Collins expressed his appreciation to the Secretary-General for his continued efforts to enhance safety, security and environmental protection, and for his strategic management of the Organization during his first year as Secretary-General.



# ACADEMY OF MARITIME EDUCATION AND TRAINING

## COURSE SCHEDULE



**FROM MAY 2005**

S.No	COURSES & DURATION	DETAILS OF COURSE
1.	B. E. MARINE ENGINEERING COURSE (DGS APPROVED) 4 yrs	In collaboration with Birla Institute of Technology, Ranchi. Course commences in Mid-August every year
2.	B.Sc. NAUTICAL SCIENCE COURSE (DGS APPROVED) 3 yrs	In collaboration with Birla Institute of Technology, Ranchi. Course commences in Mid-August every year
3.	GRADUATE MECHANICAL ENGINEER COURSE (DGS APPROVED) 1 yr	Course commences in October every year For B.E. Mechanical Engineering Graduates only
4.	HIGHER NATIONAL DIPLOMA (HND) IN MARINE ENGINEERING (UK) 2 yrs	In collaboration with Glasgow College of Nautical Studies, U.K. Courses commence in mid-September every year.
5.	NAUTICAL SCIENCE (UK) 2 yrs	Both for Engine Cadets and Deck Cadets.
6.	M. B.A. IN SHIPPING AND PORT MANAGEMENT FULL TIME MBA PROGRAMME 2 yrs	In collaboration with Birla Institute of Technology, Ranchi. Course commences in August every year.
7.	ELECTRO-TECHNICAL OFFICERS COURSE (ETO) 6 mths	In collaboration with Indian Institute of Technology (IIT) Madras
8.	INSTITUTE OF CHARTERED SHIPBROKERS DISTANCE LEARNING COURSE	A Correspondence Course for the Qualifying Examination in April every year, leading to Membership of the Institute of Chartered Shipbrokers, London
9.	DIPLOMA IN SHIPPING COURSE PART-TIME (EVENING) 6 mths	Covering a need-based and extensive syllabus designed by experts offering excellent opportunity to acquire / enhance shipping knowledge for employment in the shipping industry.
10.	CERTIFICATE PROGRAMMES • LINER TRADE, MULTI-MODAL TRANSPORT AND LOGISTICS • CLEARING, FORWARDING AND DOCUMENTATION • SHIP BROKING AND CHARTERING • SHIP AGENCY & PORT AGENCY AND STEVEDORING	To enable and get the suitable employment in shipping companies and shipping offices ashore. Commencement dates will be announced.
11.	• DIPLOMA IN MARITIME STUDIES (DMS) • DIPLOMA IN NAUTICAL SCIENCE (DNS) • DIPLOMA IN SHIPPING & MARITIME TRANSPORTATION (DSMT)	In collaboration with Singapore Maritime Academy (SMA). Duration and commencement details will be announced shortly.

	STCW COURSES - DURATION		COURSE DATES		FEES	
					NON-RES	RES.
11.	GMDSS (DGS APPROVED) 16 days		02 / 05 – 18 / 05	30 / 05 – 15 / 06	Rs.10,000	Rs.11,500
12.	GMDSS (MCA, UK APPROVED) 12 days		16 / 05 – 27 / 05	13 / 06 – 24 / 06	Rs.17,000	Rs.18,500
13.	SPECIALISED TANKER SAFETY COURSE (DGS APPROVED) 11 days		02 / 05 – 13 / 05	13 / 06 – 24 / 06	Rs.4,000	Rs.5,500
14.	SPECIALISED TANKER SAFETY UPGRADATION COUSE (DGS APPROVED) 2 days		23 / 05 – 24 / 05	27 / 06 – 28 / 06	Rs.1,000	Rs.1,300
15.	PROFICIENCY IN SURVIVAL CRAFT AND RESCUE BOATS (DGS APPROVED) 5 days		02 / 05 – 06 / 05 06 / 06 – 10 / 06	16 / 05 – 20 / 05 20 / 06 – 24 / 06	Rs.3,000	Rs.3,500
16.	TANKER FAMILIARISATION COURSE (DGS APPROVED) 5 days		09 / 05 – 13 / 05 06 / 06 – 10 / 06	23 / 05 – 27 / 05 20 / 06 – 24 / 06	Rs.2,000	Rs.2,500
17.	MEDICARE COURSE (DGS APPROVED) 10 days		02 / 05 – 12 / 05		Rs.4,000	Rs.5,500
18.	MEDICAL FIRST AID COURSE (DGS APPROVED) 4 days		20 / 06 – 23 / 06		Rs.2,000	Rs.2,500
19.	FIRE PREVENTION AND FIRE FIGHTING COURSE (DGS APPROVED) 3 days		02 / 05 – 04 / 05 06 / 06 – 08 / 06	16 / 05 – 18 / 05 20 / 06 – 22 / 06	Rs.1,500	Rs.2,000
20.	PERSONAL SURVIVAL TECHNIQUES COURSE (DGS APPROVED) 3 days		05 / 05 – 07 / 05 09 / 06 – 11 / 06	19 / 05 – 21 / 05 23 / 06 – 25 / 06	Rs.1,200	Rs.1,600
21.	PERSONAL SAFETY AND SOCIAL RESPONSIBILITIES COURSE (DGS APPROVED) 3 days		09 / 05 – 11 / 05 13 / 06 – 15 / 06	23 / 05 – 25 / 05 27 / 06 – 29 / 06	Rs.800	Rs.1,200
22.	ELEMENTARY FIRST AID COURSE (DGS APPROVED) 2 days		12 / 05 – 13 / 05 16 / 06 – 17 / 06	26 / 05 – 27 / 05 30 / 06 – 01 / 07	Rs.500	Rs.800

- All candidates must produce a Medical Certificate vide Medical Examination (Seafarers) Convention 73 under ILO Convention 147, in the original, plus one copy. Original will be Sighted, copy will be retained.
- One Copy Of COC / COP Is Required.
- Passport size photographs required : Two for GMDSS (U.K), Three for GMDSS (India) and one for all other STCW Courses
- Booking will be made only on payment of fees. Demand Draft may be sent in favour of Director, AMET, payable at Chennai.
- Cheques not accepted. Cash accepted.
- Boiler suit (Overall) is required for PSC&RB, PST and FPF courses.

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