

Lloyd's agency woos wealthy investors



Collective scheme to be launched by CBS Private Capital aims to win individual underwriting investors in time of corporate dominance. A leading members' agency at Lloyd's is pressing ahead with plans to set up an investment fund to win a new range of investors to the market. CBS Private Capital is expected to establish a collective investment scheme early this summer as the first vehicle of its kind, which could kick off with an initial £400m-£500m (\$757m-\$946m) in the kitty. It will give wealthy individuals a chance to invest directly in underwriting, at a time when the traditional channels for names are narrowing

due to the dominance of the corporates at Lloyd's.

Hempel's marine business sees growth in 2004

Hempel experienced a successful 2004, increasing the volume of paints and coatings sold to 214 million litres. This is the highest volume ever sold by the Group. Turnover grew by nine per cent, despite the fall of the US dollar, with the growth coming from both Asia and Europe. The marine business saw growth in 2004, with high activity levels in the newbuilding and maintenance segments. However, increasing raw material prices and the growing cost of product registration have taken some of the shine off a record year in which customers in shipyards in Korea and China reported full orderbooks. The year also saw European yards strengthen as shipowners looked for spare capacity outside Asia, contributing further to the general health of the newbuilding sector. High freight rates for the bulk and tanker sector were influenced by the Chinese demand for raw materials - especially steel and oil. This had a positive spillover effect on the maintenance sector. During 2004, the cost of most raw materials rose by more than 20 per cent. Hempel's first reaction to increasing costs was to rationalise and find productivity increases. When this was no longer possible, it decided to increase its prices. This too effect in some areas with more increases to follow in 2005.



Maersk Sealand leads elite few with revamped container line model



MAERSK Sealand is at the forefront of an elite group of ocean carriers that are transforming themselves from price takers to price leaders.

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Brussels plot revealed to seize IMO power from member states

Commission wants to speak for all with one voice. PLANS by Brussels to grab power in the International Maritime Organization have been revealed in an internal European Commission document. European governments are being told to transfer authority over a long list of industry issues to Brussels immediately ahead of the commission proposal to represent the entire European Union in IMO, the document reveals. Member states are instructed in the "commission staff working document" to keep quiet when Brussels has something to say. Today national governments speak for themselves in IMO.



Athens Exchange to woo back owners

GREECE'S stock market is poised to shake up existing regulations governing shipping in a renewed bid to attract shipowners to the bourse, it became clear.

States oppose Brussels' plan to grab IMO power

FIVE member states have spoken out against the European Commission's plan to grab power in the International Maritime Organization, Lloyd's List has learned.



CMM orders three LPG carriers from Hyundai Heavy



GREEK based Consolidated Marine Management has placed a \$280m order in South Korea for a trio of liquefied petroleum gas carriers, fuelling speculation that the market sector will have too many vessels due for delivery over the next three years.

World-Wide hails the best of its 50 years

RECORD tanker markets helped to make 2004 "the best ever" for World-Wide Shipping it has emerged amid celebrations of the Hong Kong tanker giant's founding 50 years ago this year.



Market warms to Teekay's IPO as expectations are beaten

THE debut of Teekay Shipping's long-awaited liquefied natural gas initial public offering has been greeted warmly by the stock market after the issue emerged at a higher price than initially expected and with more shares being sold.



How troubles on ill-fated Norway reached boiling point



BOILER troubles on the Norway were a long-standing and well documented problem before the fatal quayside explosion in Miami two years ago, a US federal docket has suggested.

World Floating Production Report

Floating production has proved a cost-effective method of developing both marginal and world-class offshore fields worldwide. In the past five years, 69 floating production units of varying types have been installed. In the next five years, the installation of a further 110 floaters is forecasted. The World Floating Production Report by energy business consultants Douglas-Westwood provides an overview of current and future prospects over the 2005-2009 period. The report covers all types of floaters; FPSOs, FPSSs, Spars, TLPs, etc. and is unique in providing an essential overview of the FPS business, the technology and a forecast of global markets.

EU Can Pay Subsidies to Shipbuilders

The European Union can pay subsidies to its shipbuilders to help them compete against South Korean yards, but Brussels violated trade rules by reacting unilaterally to South Korean state aid, the World Trade Organization has said. In a recent ruling, the WTO upheld key findings from an interim report issued last year and rejected South Korean claims that Brussels was breaching trade rules by paying aid of up to 6 percent of the value of a shipbuilding contract. A web site has been set up to provide an information portal for the Simplified Voyage Data Recorder (S-VDR). S-VDR is a system that the International Maritime Organisation has mandated for carriage on the majority of large sea going vessels. It is a system similar to the aviation "black box" recorder where if a vessel is involved in an accident or sinks, data can be retrieved to reconstruct the last 12 hours of the vessels voyage. This allows the marine community to clearly understand the reason for the accident, however catastrophic and put in preventative measures to increase future marine safety. As the maritime industry is coming under extraordinary pressures to improve its safety and security, as well as operational efficiency and quality of life onboard, a timely cluster of one-day conferences will be presented by the Digital Ship during the forthcoming NorShipping event. The conferences will review the best technologies to improve navigation and reduce risks of collisions and groundings, improve satellite communications, implement best practice in the LNG shipping industry, improve reliability of automation systems, and improve bunker operations.

From the Editor's Desk

The Maritime World needs to look forward for the Owners/Ship Managers of the Shipping Companies to ensure their vessels are well maintained to give trouble free service with the highest possible standards of safety and environmental performance, combined with high level of operational excellence. The need and assurance, for the highest quality of operational and technical capability from the Superintendents. Marine / Engineer Superintendents and Designated Person Ashore should strive with constant emphasis towards a pursuit to excellence. The need for them to be totally abreast and updated so to act wisely, keeping to the times, giving their best for implementation in practical sense, with the relevant theoretical and practical backup, strong operational skills, commercial awareness, excellent inter personal skills, who needs to take the pride in exceeding the minimum quality standards. They being responsible to assess the vessel from time to time and give the feedback to accept or decline, for the company's international business of high standards. The Designated Person Ashore be self-motivated and demonstrate strong team and relationship management skills. The constant emphasis to be on excellence, the need to maintain the highest possible quality standards in operation and maintenance ensuring seaworthiness, with the best gracious appearance of vessel, while calling at ports and leaving the ports, thereby exhibiting the best image of the shipping company and its men and the nation it belongs.

The Shipping Company therefore needs to assure and ensure the implementation of the best acceptable quality standards in operation and maintenance, without compromising on safety, in compliance to IMO/ILO Rules, Conventions and Regulations. The Management of Shipping Company needs to ensure transparency in their dealings for accountability and the right to information. Suppression of Unlawful Acts is seriously viewed by the National/ International Shipping Administrations.

Indian Seafarers have proved to be in high demand owing to their professional trade skills with updates keeping pace with an increasingly competitive, technically complex environment with the new regulations, proficiency in English language, broad knowledge, their integrity, social commitment and most of all their daringness/preparedness to take risks doing hazardous jobs. The shipping company to bear in mind that their floating staff (seafarers) are their most important guardian of their asset out at sea, sacrificing from their normal human life. The company to undertake training of their men, as required enhancing their quality and skills at company cost and view their genuine needs as welfare, with human touch and sense of belonging.

Ships should submit crew lists by e-mail from vessels says IMO. The International Maritime Organisation Facilitation Committee has published a circular (FAL.5 Circ. 19, March 2003) that e-mail addresses of various authorities in ports should be published, to make it easier for electronic information exchange between shipmasters and the authorities. THIS NEEDS TO BE RELIGIOUSLY FOLLOWED.

*Very little being achieved by the international bodies IMO/ILO/ITF to get rid of substandard ships, off the oceans. Look forward to see realistic financial commitments, to encourage real quality ships and make low quality ship operations unsustainable. The need to apply management efficiency techniques in **Safety Health and Environment**. Implementation of uniform maritime studies and not over burden the seafarers, during their hard earned leave ashore.*

Dr. Chandran Pechulli

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- AMSA withholds findings on Bass Strait groundings
- Broström takes control of Iver Ships•
- Fleet expansion lifts CSDC to record quarter
- Four injured as freak wave slaps Norwegian Dawn•
- Hickler resigns from APL Logistics
- K Line boxship grounds at Fremantle•
- National Australian ballast policy moves a step closer•
- Neptune Orient looks to the skies
- New capacity boosts OOIL earnings
- New judge for Prestige case
- New MMM share issue undersubscribed
- Norasia to launch new Asia-Middle East service
- OMI expands portfolio of period charters
- Pacific Star plumps for Daewoo VLCCs•
- Sasebo splashes out on Yen5bn upgrade
- Singapore outpaces Hong Kong in first quarter•
- Study highlights gaps in Australian maritime security
- Thiel Logistik chief to step down in June
- Titan snaps up Great Eastern VLCC
- Los Angeles AMPs up cruiseship berths
- Heidmar enters bunkering with Houston Marine Services buy
- Northern Spanish ports break new ground
- Shinwa makes history with multi-vessel syndicated loan
- Berlian Laju Tankers lifts expansion budget to \$350m
- KPPU must reveal informants to Pertamina tanker hearing
- Baoshan steel plans \$3.3bn spending spree
- P&O Nedlloyd confirms Voltri joint venture
- C-MAP offers industrys first ENCs covering shipping routes in Indian waters
- ShipServ to play a part in Singapore's MERIT programme
- Aggreko helps prepare Amazon Hope 2 for Peru
- SAM Electronics-Lyngso Marine at Nor-Shipping 2005
- London Club enjoys successful renewal season
- GL certification for GE's 8, 12 and 16 cylinder diesel engines
- Trimline completes work on Saga Ruby project
- Wartsila power for twin-screw product tankers
- Kelvin Hughes snags World-Wide Shipping contract
- Green Shipping World set for May
- Hempel's marine business sees growth in 2004 C-MAP to provide ENCs for Malaysia and Malacca Straits
- Wartsila power for yacht carrier
- STC orders simulation suite for new site
- EnSolve Biosystems wins US navy contract option
- CapRock named Teleport Developer of the Year
- RINA moves towards zero emission engines
- Moore Stephens highlights shipping aspects of new accounting rules
- Boost for MEPs MariSan system
- Comar launches SLR-200 AIS receiver
- Datatrac success at Seatrade Awards
- Second draft of common structural rules for bulk carriers now available
- Maritime Supplier - May/June edition
- AMOT and MAN B&W sign agreement on bearing condition monitor
- ICCL President receives Cruise Personality Award at 2005
- Seatrade Awards
- B Hepworth appoints new Marketing Director

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Best Use of Technology to Improve Navigation:

Digital Ship conference at Norshipping, Thursday June 9, Oslo. As shipping companies come under increasing pressure to reduce the risk of groundings / collisions to zero, and navigation technology makes big steps in being able to reduce the risk, we explore how ways that relatively small investments in management time can lead to big reductions in navigation risk. Scroll down to see the full program. This conference begins with an overview of how navigation technology can be sensibly used for best advantage by Kjell Rein, vice president, safety and quality, Kristian Gerhard Jebsen Skibsrederi, followed by an analysis of accidents by DNV.

TMSA and First Class Tanker Operations:

Tanker Operator conference at Norshipping, Thursday June 9, Oslo. A one day conference about TMSA, the self-assessment program for tanker operators developed by OCIMF (Oil Companies International Marine Forum), and to demonstrate how the tanker industry is moving forward with techniques which are in many cases better than used in other industries. Scroll down to read the full program. Attend this conference to learn more about TMSA (the oil companies' Tanker Management Self Assessment Scheme), how it will motivate and reward quality and what the expectations are from oil companies. Learn techniques from leading tanker experts about how to achieve high quality and continuous improvement in tanker operations.

Broadband Maritime Communications:

Digital Ship conference at Norshipping, Thursday June 9, Oslo. This is a big year for maritime satellite communications. Shipping companies face growing demands from shipbrokers and charterers for faster response to e-mails to the ship; shipping company IT managers, with the responsibility for keeping shipboard computers working, want to be able to fix problems from shore. Inmarsat is launching satellites this year which are 16 times more powerful than the last ones; Boeing is entering the fray with its \$2800 a month option for broadband services; Broadband Maritime offers always on for

\$2500 on ships; there are many other VSAT.

EcoSilencer Engine Room Simulators - Call for Papers GloBallast Enters New Phase High-Performance Escort Tug:

IMO Global Ballast Water Management Programme (GloBallast), aimed at assisting developing countries in implementing measures to minimize the adverse impacts of aquatic invasive species transferred by ships in ballast water, has begun a new phase. The preparatory phase of the new project was initiated on 1 April 2005 with funding of around US\$700,000 from the Global Environmental Facility (GEF). It will be executed by IMO over a period of 18 months and is expected to provide the groundwork for the full-scale project named "Building Partnerships to Assist Developing Countries to Reduce the Transfer of Harmful Aquatic Organisms in Ships' Ballast Water".

Improving Technical Bunker Operations:

Bunkerworld conference at Norshipping, Thursday June 9, Oslo. Attend this conference to learn about the pressures and forces on the bunker industry, including demand for low sulphur fuels, different requirements from new engine types, new blending and treatment technology, requirements and technology for testing. There are many pressures on the bunker industry, including growing ship emission reduction requirements and growing requirement to supply lower sulphur fuels, declining trust between bunker suppliers and ship operators, and new bunker fuel blending techniques. This conference is an opportunity to meet with other experts and discuss technical and management approaches to these challenges.

Innovative Evacuation System Joint Tanker Project : Keeping Global Trade Buoyant:

"The days of very cheap transport prices are over," this was the message from MOL (Europe) MD Chris Bourne in his keynote speech at the recent Freight UK conference. Containerisation has driven globalisation

with China now the powerhouse of growth in world trade and India set to follow. Global containerisation has grown an average of 8.2% per annum over the last two decades and shipping lines have consistently provided a good service to shippers but are only now making good returns. "This is not a crime," stressed Bourne, since lines need to invest to provide the ships of the future.

Design, Propulsion and Management of LNG Vessels:

LNG Journal conference at Norshipping, Thursday June 9, Oslo Attend this conference to learn about technologies and methods which can help achieve best practice and continuous improvement in the LNG Shipping industry. We believe this is the first conference dedicated to technical LNG shipping issues which has ever been held. This one day conference at Norshipping covers the latest technology and techniques for LNG Shipping, including new vessel designs, development of LNG vessels for the Arctic, new LNG tank gauging technology, propulsion technology and re-liquefying LNG which has vapourised. A highlight is Kishore Rajvanshy, managing director Fleet Management and Douglas Lang, managing director of Anglo Eastern Crew Management

Managing the Risk of Ship Control, Monitoring and Alarm Systems:

Marine Exhaust Solutions (Canada), has developed a solution to an environmental problem that has been plaguing the international industry. The EcoSilencer® is a unique product that utilizes advances in seawater scrubbing to achieve dramatic reductions in SO2 emissions. It replaces the silencer in engine exhaust stack helping to reduce emissions, remove soot, reduce airborne noise and noxious fumes, which would otherwise be released into the atmosphere. The EcoSilencer® is a result of six years of development work and testing, and is now available for both the commercial shipping industry and the super yachts.

Marine Information Skyway Initiative New Journal & Call for Papers:

Norsafe (Norway), a

provider of evacuation systems to the maritime and offshore industries, recently announced the launch of Rescube, an evacuation system specifically designed for passenger ferries and cruise ships. The company investigated possible solutions to evacuate a large number of people from a ferry or a cruise vessel while considering typical problems such as lack of space on the evacuation deck, evacuation from only one level, and time constraints to complete the evacuation process. The Rescube allows evacuation from more than one deck level at the same time and employs a free fall system to enable quick escape.

Risk-Based Verification in Decommissioning Simplified Voyage Data Recorder SoftEx Extinguishing Systems:

SoftEx water mist fire-extinguishing system has a number of advantages over traditional installations. It is a low-pressure system – about 4 bar at the nozzle – hence power requirements are low, between 22kW and 30kW. The system uses about 80 per cent less water than a traditional sprinkler system, achieved by adding a small amount of fire-extinguishing additive to the water and reducing water droplet size to a fine mist (100µm - 600µm). The water mist cools gases very quickly, therefore limiting damage and reducing the spread of a fire.

Ban on oil tanker may boost local ship breaking sector

(News From Bangladesh): A United Nations ban, with effect from April 5, on oil tankers that use a single layer of steel to separate their cargo from the sea is likely to hit the local ship breaking industry easing the price of mild steel (MS) rod.

East Asian shipyards in push for escalation clauses:

THE clamour for escalation clauses in all shipbuilding contracts is growing across east Asia, with certain Chinese yards already instituting currency fluctuation agreements.

Global Oceanic chooses London for shares listing:

Niva Shipping founder's company breaks new ground. LONDON'S stock market is finally joining the action in shipping share offers with a new dry bulk venture, Global

Oceanic Carriers, seeking to raise more than £40m (\$78m) through a listing on the Alternative Investment Market.

ITF faces £1m bill over

collision: SEAFARERS union the International Transport Workers Federation could be facing a £1m legal bill following a court judgment finding its training ship Global Mariner (above) 100% responsible for a collision in 2000, writes Sandra Speares.

Great Eastern to buy 13 new

ships: Great Eastern Shipping Co, India's second-biggest shipping carrier, said it will spend US\$300 million to buy 13 new ships in the next two years.

Ship In Stormy Seas:

Dozens of passengers from the cruise ship battered by a 70-foot freak wave are looking to launch legal action against Norwegian Cruise Line and the ship's captain, The Post has learned.

New ship for Vizhinjam-

Colombo service: The Kerala Shipping and Inland Navigation Corporation is planning to either buy or build a ship for the proposed Vizhinjam-Colombo ship service.

Cargo ship sinks off Israel:

A CARGO ship laden with cement sank off Israel's coast today in international waters in the Mediterranean Sea after setting sail from Egypt destined for Syria, the Israeli army said.

Denmark alerts India against

illegal toxic ship: Danish authorities have alerted India about a toxic ship that gave them the slip and is now heading towards Gujarat's Alang ship breaking yard, says Greenpeace India.

Korean yards call owners' bluff and stick to price hikes:

SOUTH Korean shipyards, armed with full order books for the next three years, have resolved to increase their newbuilding prices in a sellers' market.

Man burned after ship blast:

A SEARCH and rescue helicopter is bound for a ship off the coastline of Western Australian after a crew member was burned badly and blown overboard in an explosion.

Master fined for illegal crossing of Traffic Lane

(Maritime Global Net): A UK court has fined the master of a Maltese general cargo ship £2,000 (US\$3,765) for crossing the Southwest bound lane of the Dover Strait traffic separation scheme system at about 45 degrees.

Militants blow up tankers:

Taliban rebels set off a bomb next to a fuel tanker parked outside the main US military base in southern Afghanistan early yesterday, setting off a chain of large explosions that destroyed five tankers and injured three drivers, officials said.

Oil tanker rates may rise for

second week: OSLO, Sun: Persian

Gulf oil-tanker rates may rise for a second consecutive week as charterers receive confirmation of May loading dates from suppliers such as Saudi Aramco, the world's biggest oil producer.

Shell would like to use Indian vessels for long-term LNG

trade: The formal inauguration of the

LNG terminal and port at Hazira by the Royal Dutch/Shell Group and France's Total Gaz Electricite was preceded by the unloading of the first cargo by Shell's dedicated LNG carrier Gemmata. The Indian LNG Policy 2004, however, stipulates the use of Indian carriers for LNG trade. Vikram Singh Mehta, Managing Director, Shell Group of Companies (India), said the use of foreign carrier to bring in the first cargo of LNG to Hazira was in conformity with the policy since it was brought in on an ex-ship basis rather than on a FOB basis. Shell officials also said that the LNG policy stipulation of using Indian vessels would come into force only in cases of long-term gas import contracts, for which they have been approached by quite a few Indian shippers. "We would be happy to help grow the Indian shipping industry," said Marc den Hartog, Director (Gas & Power), Shell India. But in the case of short term/spot contracts, Shell said that it would still depend on foreign carriers.

Building a case against

fatigue: Who now remembers OMBO - the splendid innovation of one man bridge operation that would enable ships to be run with one man and a particularly alert dog?

Answering Britain's growing needs: PLANNING inquiries held last year and decisions promised this year will finally determine the role that the Haven Gateway is to play in providing the additional deepsea container capacity needed in southeast England.

Harwich on course to increase cruise calls: ABOUT 97,000 cruise passengers travelled through Harwich International Port last year, and with 44 cruise calls booked at the port for this season, numbers are expected to go over 100,000 for the first time.

Big profits in the making on secondhand bulk carriers: THERE are big profits to be had selling secondhand bulk carriers right now, it seems.

OMI surges to best quarterly result to mark 'end of an era': SHIPOWNER OMI Corp punctuated the "end of an era" - the quarter when it disposed of its last two single-hull tankers - by reporting the best quarterly results in its history.

North Sea drillers facing dearth of support vessels: AVAILABILITY of offshore support vessels in the North Sea for the summer is tightening, and this is becoming a key issue for oil companies with busy drilling programmes to cover.

Why king coal isn't a merry old soul: Australia is bringing on the most incredible additional coal exporting capacity in the coming three years. But the obstacle that will dictate volumes is transport infrastructure.

Ports to shelve 'self-handling': EUROPEAN port leaders want 'self-handling' dropped from the European Union's access to port services directive so as to avoid angering unions.

'Dirty bomb' response agency opens up to insurers: A bashful section of Britain's bureaucracy, the Government Decontamination Service, has broken cover.

Fruitful reefer cargoes spark an order for newbuildings: FREIGHT rates in the specialised

refrigerated cargo trades continue to hit new heights, prompting some more newbuilding activity in a sector that has seen very few orders placed for many years.

Fujairah to offer marine fuel futures contract in Dubai: THE Gulf of Oman port of Fujairah is attempting to offset challenges to its physical position with the introduction of marine fuel futures trading on the Dubai Metals and Commodities Centre.

New German security law has shipping in its sights: GERMANY'S shipowners are alarmed by a legislative initiative of the German government which is planning a new sea security law. The government is set to impose security checks on ships' crews and - in case of a terror attack - allow the German navy to fire upon vessels.

Ferrol set to allocate land freed up by development: THE Port of Ferrol is close to allocating all the land that is set to become available once its exterior port development becomes ready for occupancy later this year.

Regional ports get ready for bull run of expansion: SPAIN'S northern Atlantic coastline is undergoing massive expansion in port infrastructure.

World crude steel production rises: CRUDE steel production in the world rose 6.5% in the first quarter of this year, led by gains in China, the International Iron & Steel Institute said, Bloomberg reports .

Seven-storey wave hits Norwegian Dawn off Florida: THE Norwegian Dawn has returned to service after a freak 70-ft wave off Florida in the Atlantic Ocean smashed two upper-storey windows on the cruiseship and flooded 62 cabins on Saturday, injuring four passengers.

Broström takes on Vroon's Iver stake: SWEDEN'S Broström has pushed on with a campaign to rein in its commercial activities with the acquisition of Dutch partner Vroon's 50% stake in joint operation Iver Ships.

Baltic giants team up to improve ice training: STENA and Sovcomflot are to be joint sponsors of a

Russian maritime academy, with the aim of boosting future supplies of officers and ratings trained for ice conditions.

Barroso defends his friendship with tanker tycoon: EUROPEAN Commission President Jose Barroso was forced to fend off accusations of cronyism yesterday after it was revealed that he spent a week with his family on board a luxury yacht belonging to a Greek shipping tycoon.

Ex-IMO chief joins criticism of Canada's pollution Bill: THROUGH its former secretary general, William O'Neil, the International Maritime Organization has joined the mounting chorus of marine industry criticism against proposed new Canadian anti-pollution legislation.

Yards on the march to lock in profit margins: THE recent contract for a pair of \$130m very large crude carriers has sent shudders through the market. Most brokers and analysts think the prices will remain high and will probably be firmer as the industry scrambles to meet the 2010 deadline on the phase out of single-hull tankers.

Australia ballast water policy a step closer as states sign up: AUSTRALIA has moved a step closer to a uniform approach to tackling ballast water and the associated problems of introduced marine pests with the signing in Darwin of a mutual agreement between the federal government, Victoria, Tasmania and the Northern Territory, reports Lloyd's List DCN in Australia.

Legislation creates a new type of danger: RISK and reward are key elements of the role of members of the International Salvage Union and the key issues were debated at length at the ISU's associate members' day last month.

Tsavliris calls for respect for salvage profession: AS IT can claim to be the largest emergency salvage contractor in the world, it comes as no surprise that the Greek-based Tsavliris Group insists on the primacy of the salvor's role when it comes to dealing with maritime emergencies.

Honda set to break US export record - in soyabeans:

HONDA Motor Co expects to set a US export record this year - in the soyabeans it returns to Japan in containers that arrived with instrument dials, transmission gears and other spare parts, AP reports.

East Asian shipyards in push for escalation clauses:

THE clamour for escalation clauses in all shipbuilding contracts is growing across east Asia, with certain Chinese yards already instituting currency fluctuation agreements.

Building a case against fatigue:

Who now remembers **OMBO** - the splendid innovation of one man bridge operation that would enable ships to be run with one man and a particularly alert dog?

Answering Britain's growing needs:

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C-MAP offers industry's first ENC's covering shipping routes in Indian waters:

C-MAP Norway has become the first commercial company to successfully conclude a distribution agreement with the Indian Hydrographic Office to make official Electronic Navigational Charts (ENC) of Indian waters available to vessels operating in the area.

Recently, the Indian National Hydrographic Office developed a complete portfolio of ENC's covering Indian national waters and reached an agreement with C-MAP Norway to provide an ENC updating service. According to the terms of the agreement, Indian ENC data will be made available to end users in the encrypted C-MAP ENC format, which is accompanied by a Real Time Updating Service. This service enables end users to log on the C-MAP server and download Notices to Mariners using Internet or e-mail. Vessels equipped with type-approved ECDIS systems operating in Indian waters are now able to realise the full potential of their systems.

The distribution agreement with the Indian National Hydrographic Office is seen as

a significant step in C-MAP's efforts to provide customers with the most comprehensive portfolio of official ENC chart data available from a single supplier.

ShipServ to play a part in Singapore's MERIT programme ShipServ will act as conduit to global markets for Singapore's maritime supply industry, assisted by Government incentives. In 2004, the Singapore Government announced a Government grant of S\$20 million, over a five year period, to encourage maritime SMEs (small-medium business enterprise) to modernise their IT capabilities as a means to reduce business costs, enhance business processes, provide better customer services and reach out to new global markets. Administered by Singapore's Maritime and Ports Authority (MPA), the MERIT (Maritime Enterprise IT Development) programme allows for reimbursement of up to 70 per cent of costs incurred in modernising and upgrading operations through the use of IT. Singapore has some 2,000 maritime SMEs, most of which are in the maritime supply business. ShipServ's web based trading platform and electronic Ship Supply Management (eSSM) solutions will not only be used to modernise a company's operations, but also to give Singapore companies immediate access to global markets for any ship supply company. To maximise this opportunity, it has appointed Creative eWorld Pte Ltd, a Singapore system development & Service company specialising in maritime solutions, as an authorised distributor of ShipServ products SmartSupplier and ShipCat, specifically created for maritime supply companies.

IMPA 2005: IMPA has announced details of its 2005 exhibition and conference, which will take place at Kensington Town Hall, London between 14th and 15th September. With all stands already sold out, the exhibition provides excellent opportunities to meet new contacts and old colleagues, to network and to see some of the latest products available in the marine industry. Delegates are also booking their places fast for the conference, which will bring together purchasers and suppliers throughout the world Under the theme Reducing costs & Building Better Relationships Wishful thinking or Reality? leading industry figures will address a range of issues, including commercial practice and behaviours; overcoming barriers and building trust; managing the value chain; understanding the strategic sourcing process and influencing skills.

"This will be an event not to be missed by all those with an interest in the development and integrity of their business within the wider maritime industry. The exhibition and conference also present an ideal opportunity to meet old friends and make new contacts," says IMPA President, Archie Caldwell.

SAM Electronics-Lyngso Marine at Nor-Shipping 2005:

At Nor-Shipping 2005, SAM Electronics and its Danish subsidiary, Lyngso Marine, will feature latest advances in ship automation as part of their joint PartnerShip alliance based on outfitting over 8,000 vessels worldwide (Hall B, Stand No BO2-20E). Exhibits include newly-developed operator workstations designed for the latest 2200 Automation Series of standardised modular systems for integrated monitoring and control of all ships machinery, including alarm, propulsion and cargo administration. Together with uniformal interfaces and Windows PC operating functions, the 17 and 19-inch high-resolution units ensure speedier acquisition, processing and display of data while also extending and simplifying all main 2200 Series operational functions. Other main Series features comprise improved support facilities for installation and maintenance as well as integrated self-diagnostic functions for added reliability of operation.

Other exhibits include latest ranges of internal communication systems from Amplidan, a subsidiary of Lyngs Marine. Meanwhile, in the main conference hall on the opening day, Erik Styhr Petersen, Lyngso Marines Manager of Special Projects, will discuss integration, control and safety issues as part of the joint Digital Ship-Lloyds Register conference, Managing the Risks of Ship Control, Monitoring and Alarm Systems.

Trimline completes work on Saga Ruby project:

Trimline has played a key role in bringing Saga Cruises' new passenger ship Saga Ruby into service following a refit in Malta. Much of the work in the Mediterranean was concentrated in a month-long period, but Trimline's factory in Southampton was involved in several weeks of preparation culminating in four containers of fitting out materials being shipped to Malta. After an initial fortnight of stripping out, the company's team of some 30 tradesmen moved on site to carry out extensive work in the former Cunarder Caronia's public rooms and newly created cabins.

Major work was undertaken in the ship's Britannia Lounge and South Cape Bar. The lounge was gutted, re-decorated and re-carpeted, with new furniture also fitted. This included seating and tables, the latter manufactured by Trimline at its in-house joinery factory. The 28 tables were glass topped with integral lights and etched glass. New curtains and blinds were also fitted with the company setting up a temporary soft furnishing production facility onboard. In the bar area, the room was again totally stripped out for a major refurbishment including decoration and carpeting. A new banquette seating area was installed and Trimline manufactured and fitted a back bar unit with decorative lighting. Other refurbishment work focused on the retail units with a photo shop created from the cruise director's former office and a former duty free shop transformed into a cruise and tours office. In addition, accommodation areas of the ship were revamped, most notably the complete fitting out of a Captain's Suite and a similar living area for the Staff Captain. The areas were fabricated by the shiprepairers with extensions to each side of the bridge and Trimline then moved in to build the interior of the cabins, including a Captain's day room, office and full living accommodation. Further cabin work focused on preparing a former first-class cabin for disabled use, including the addition of specially adapted showers and other bathroom elements.

Wartsila power for twin-screw product tankers:

Wartsila has won an order to supply propulsion plants for two 19,000 dwt ice-class product/chemical tankers. These are contracted at the Turkish shipyard RMK Marine for Petromarine of Bordeaux, France. The ships are twin-screw shallow-draught tankers and are able to carry 19,000 m³ of refined petroleum products and IMO Class II chemicals. They are 143.0 m long by 23.0 m beam, with a design draught of 7.85 m. They will be built to Bureau Veritas class and ice-strengthened to ice class 1A. Their trial speed is to be about 16 knots. The vessels are due for delivery in August and December 2006.

The vessels will each have a fully-redundant propulsion plant with two Wartsila 8L32 diesel engines, each driving a Lips 4CF13 feathering controllable-pitch propellers through a Wartsila SCV95-P58 reduction gearbox. The use of twin feathering CP propellers allows propulsion by either main engine or both engines for economic operation. The presence of the feathering propellers

is to minimise drag when operating on one engine and one shaftline is stopped, which saves fuel. The fully-redundant machinery arrangement of the twin-screw plants gives added security.

Kelvin Hughes snags World-Wide Shipping contract:

Having recently claimed the title of first manufacturer to obtain Type Approval for its Simplified Voyage Data Recorder (S-VDR), Kelvin Hughes is now hailing another first, after installing S-VDRs onboard vessels belonging to Singapore based company World-Wide Shipping. The systems will provide the World-Wide Shipping management team with information that can be used in reviewing the vessels operations in addition to the primary role of providing a comprehensive record of what occurred in an event. Captain Paul Jones - General Manager Safety and Training at World-Wide Shipping comments, By embracing new technology and fitting Kelvin Hughes S-VDR, we are reinforcing our brand image as a reliable and responsible member of the shipping community. This in turn is in line with our corporate efforts to improve the overall image of the shipping industry. The availability of the Kelvin Hughes solution gave us the opportunity to be the first company in the world to begin an S-VDR installation programme.

World-Wide Shipping, formed nearly 50 years ago with the purchase of a single vessel, has grown into a major player in the tanker market as well as having a significant drybulk fleet, comprising about 10 million t of cargo carrying capacity. The first two S-VDRs have recently completed installation and commissioning onboard the 280,000 dwt tanker UBUD and 300,000 dwt tanker ULAN.

Green Shipping World set for May:

Supported by industry association, Holland Marine Equipment, Green Shipping World will take place in Amsterdam on 17th 18th May. The sustainable shipping forum has been designed to create a learning and networking platform for major international shipowners, operators and suppliers of clean shipping technologies. A conference will examine the key developments in this area, including speaker presentations, discussions and informal networking opportunities. The target audience is: shipowners, ship managers, classification societies, governments, maritime institutes, marine

equipment suppliers, consultants, ports and harbourmasters, marine fuel suppliers, naval architects, NGOs and research institutes. Over 50 participants have already enrolled, including: Keiichi Tanosaki, General Manager, CSR & Environmental Office, Mitsui O.S.K. Lines; Capt. Bob Bishop, Chief Operating Officer, V.Ships; Jack Brabban, Teekay Shipping; John Garner, Fleet Director, P&O Ferries; Gerry Buchanan, Managing Director, Wallem Ship Management; Katharine Palmer, Environmental Advisor, BP Shipping; Lena Blomqvist, Vice President Environmental Fleet Performance, Wallenius Wilhelmsen; Per Lothe, Director, Knutsen OAS Shipping; Erkki Kotiranta, Director, Fortum Shipping; Kaj Jansson, Technical Director, Viking Line.

Heat turned up on P&I club claims:

ONE of the top shipowners' protection and indemnity clubs has admitted it has had a tough year for claims, in what analysts will see as a sign that the sector as a whole is feeling the heat of increased claims.

Cost talks failure sinks NCL's mega-cruiseship deal at Aker Finnyards:

PROTRACTED wrangles over cost between Norwegian Cruise Lines and Aker Finnyards have failed to save a letter of intent to build an 89,000 gt mega-cruiseship.

P&O Nedlloyd targets Asia trade boom:

SEEKING to capitalise on booming volumes between China and Latin America, P&O Nedlloyd is doubling its capacity on the east coast of South America to South Africa and Asia service.

Hamburg Süd picks Romania for new order:

GERMAN liner company Hamburg Süd is to sign its previously flagged order for six 5,560 nominal teu containerships from Daewoo Mangalia Heavy Industries shipyard in Romania and is negotiating for more of the same size with the yard's South Korean parent company.

Bigger and younger: the Greek fleet narrows gap:

GREEK controlled shipping has continued getting bigger as well as younger during the past year, a new study released by the Greek Shipping Co-operation Committee has found.

Reducing Shipbuilding and Repair Costs

The U.S. National Shipbuilding Research Program (NSRP) has announced the selection of 11 new Ship Production Panel projects designed to reduce the costs of Navy shipbuilding and ship repair. U.S. commercial shipbuilding is important to maintain and modernize the industrial base for both new construction and repair of military ships and craft. The United States builds less than 1 percent of ships worldwide. One of the reasons given for the small amount of commercial shipbuilding in the U.S. is the view that ships are too expensive to build here. The U.S. commercial shipbuilding industry is continually asked by its prospective customers why ships are so much cheaper in foreign yards.

Risk-based Ship Design: A DOR (Design, Operation, and Regulation) for Safety – or in short SAFEDOR – is the name of an ambitious initiative towards an integrated project supported by European Commission. SAFEDOR targets the topic “risk-based design and approval of ships” and its goal is to enhance safety through innovation to strengthen the competitiveness of the European maritime industry. Eight European organizations representing all major stakeholders of the maritime industry have taken the lead to shape this proposal: Germanischer Lloyd AG (chair), Carnival plc, Danish Maritime Authority, Det Norske Veritas AS, International Transport Workers’ Federation, IZAR Construcciones Navales S.A., SAMElectronics GmbH, Universities of Glasgow and Strathclyde.

MARPOL Annex VI Inspection

Guidelines: The MARPOL 73/78 Annex VI Regulations for the prevention of air pollution from ships will come into force on May 19, 2005. Draft guidelines have been produced for use by port state control officers in conjunction with Annex VI and its associated NOx (nitrogen oxide) Technical Code, and are expected to be adopted in July 2005. However, owners should be aware that there is a strong possibility that port state control regimes may start implementing the guidelines as soon as Annex VI comes into force in May.

Phase-out of Single Hull

Tankers: A revised schedule for the phasing out of single hull oil tankers and a new regulation banning the carriage of

heavy grade oil in single hull oil tankers enter into force on 5 April 2005. The measures were adopted in December 2003 as amendments to Annex I of the MARPOL Convention, following the November 2002 sinking of the oil tanker Prestige off the Spanish coast. It specifies that tankers of single hull construction should be phased out or converted to a “double hull” according to a schedule based on their year of delivery. The double hull requirements for oil tankers are principally designed to reduce the risk of oil spills from tankers involved in low energy collisions or groundings.

Environmentally Sound Ship

of the Future: A cargo ship designed to run exclusively on renewable energy is making its debut at the World Expo 2005. It harnesses the power of the sun, wind and water and releases zero emissions into the environment. A concept model of the E/S Orcelle, a cargo ship designed by the Scandinavian shipping company, Wallenius Wilhelmsen, is on display in the Nordic Pavilion. E/S stands for Environmentally sound Ship. Designed for a future with declining supplies of fossil fuels and increasing environmental responsibility, the concept vessel would have a capacity of 10,000 standard cars and would use only renewable energy sources and naturally-charged fuel cells for power.

Helping Yards to Save Time

and Costs: Since releasing the 2005 version of ShipConstructor, the AutoCAD-based 3D product modeling software company Albacore Research has been working closely together with customers worldwide to introduce even more time- and cost-saving features. Accuracy Control Marks and Automatic Straking, developed in close collaboration with Japanese and Australian shipbuilders, will raise the bar of what can be done with a CAD system.

Novel Technology for

Shipyards: Ship repair and maintenance activities constitute not only a costly source of water discharge, but also a major environmental threat with the release of potentially toxic effluents. Surface treatment of ship hulls involves the consumption of high quantities of fresh water and results in the generation of large amounts of wastewater. These effluents are characterised by increased concentrations of chemicals, such as heavy metals, tributyltin (TBT), PCBs and

oils that may be harmful. Periodic maintenance for removing old paint layers, surface coatings, biological fouling, such as algae and mineralogical depositions makes the situation even worse. A new research project PI-WAMAS explored a three-step treatment process of the generated dock wastewater without employing any chemical additions or energy intensive procedures.

Strength Analyses for Ultra Large Containerships:

Extensive research carried out by experts in hydrodynamics and ship structures at ABS has identified critical areas within the structure of ultra large containerships (ULCs) may not be adequately addressed by traditional, prescriptive class rules. These vessels are inherently more flexible and behave very differently from their smaller counterparts. To better understand and predict the motions and structural behavior of ULCs, a non-linear hydrodynamic sea load approach, integrated with a full ship finite element structural analysis must be used to augment standard classification review, according to ABS.

Ships Contribute to Air

Pollution: Maritime traffic has been found to be a major source of air pollution. Ships sailing in Finnish territorial waters account for up to 96% of the sulphur emissions from transport, and for almost half of the nitrogen emissions in this branch. Ships’ smokestacks put nearly 72,000 tonnes of nitrogen oxides and over 19,000 tonnes of sulphur dioxide into the air while sailing in Finnish waters in 2003. Under new emission standards taking effect in May next year, vessels sailing the Baltic Sea will be required to use fuels containing no more than 1.5% sulphur.

Oil Recovery from Sunken

Ships: A revolutionary patent has been offered for sale. The SYRAHY is a fully autonomous automatic system, which enables the recovery of most liquids and most importantly any types of hydrocarbons from sunken ships. The system can operate in ultra deep waters and can continue operation regardless of the sea state, and under adverse weather conditions that may occur during the recovery process. The system has 3,000 m³ capacity and its innovative aspects incorporate several new technologies representing new concepts for ultra deepwater piercing tools.

(Contd. on next page)

A P Moller – Maersk Group – A M E T signs agreement on Dual Cadet Officers Training

World's one of the largest Shipping Company, A P Moller – Maersk Group announces Dual Cadetship System – First in India, at A M E T – India's Premier Academy for world class training in Maritime Education - Agreement signed on Monday the 16th May 2005.

A P Moller – Maersk Group has a fleet of over 250 ships comprising of container vessels, tankers, gas carriers, car-carriers, supply vessels and drilling rigs. Besides they are engaged in exploration and production of oil and gas, ship-building and aviation. This group whose headquarters in Esplanaden, Copenhagen, employs 60,000 people world-wide, has offices in more than 125 countries. They are proud to state that 60% of the cadets recruited from all around the world are from India, expresses the importance of this region. The Group's investment in education and training, to enhance the quality and skills of their floating staff, considers their employees as their most important and valuable asset, with a sense of belonging to the organisation, which is the secret behind the continued growth of the A P Moller – Maersk.

Capt Ib.Fruergaard, M.D. A P Moller Singapore Pte Ltd and A M E T Chairman, Mr. J Ramachandran, said that

this agreement would pave the way for sponsored training and initially 400 merited Indian students would reap the benefit, since Rs.8 Lakhs will be spent on each sponsored student. During the onboard training a stipend equivalent to Rs.10,000 will be paid. On completion of the course they are absorbed and placed in Singapore and Denmark. Managing Director A P Moller Singapore Pte Ltd. Capt Ib.Fruergaard and the Managing Director, Maersk Training Centre, Copenhagen Mr. Claus Bihl, expressed satisfaction and happiness over the excellent training facilities and infrastructure, in the A M E T Campus for the trainees, where the various courses at certificate, diploma, higher national diploma, degree and PG level are being conducted. Over 1,800 cadets have already graduated from A M E T and are active officers sailing on class vessels, around the world. This institution is promoted by Smt. Pattammal Educational and Charitable Trust, launched on the 15th Feb. 1993. Mr. J Ramachandran is the Chairman and Capt. Jacob Abraham, Director A M E T who had outshined, for this advantage India to happen, to benefit merited Indian students, through their excellent training facilities, qualified and dedicated faculty staff with one of the best institutional infrastructure of world class.

(Contd. from previous page)

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

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

C-MAP to provide ENC's for Malaysia and Malacca Straits: Working in close co-operation with the Hydrographic Department of the Royal Malaysian Navy (HDRMN), C-MAP Malaysia has secured an agreement to provide official charts covering Malaysian waters.

It will make available Malaysian ENC data to end users in the encrypted system ENC format, which is supported by C-MAP's Real Time Updating Service. This service enables end users to

log on the C-MAP server and download Notices to Mariners using Internet or e-mail. In addition, the company will also distribute official ENC data produced in co-operation with authorities in Singapore, Indonesia and Malaysia. The project was funded by Japan in the interests of improving the safety of navigation of vessels in the Malacca Straits, a route which has some of the highest traffic density in the world. Notices to mariners will also be available on the C-MAP Real Time Updating Service.

China may mean end to boom and bust box cycle says Green: CONTAINER shipping may be coming to an end of the boom and bust cycles that have characterised the industry for the past three decades and entering a period of sustained expansion, P&O Nedlloyd chief executive Philip Green said in a keynote lecture.

Wartsila power for yacht carrier: Wartsila will supply the 19.7MW power plant for a yacht carrier being built for Dutch transport specialist Dockwise Shipping. Yantai Raffles Shipyard in China is constructing the vessel with delivery set for autumn 2006. This vessel is the first to be designed and built for carrying luxury yachts. She will be employed in carrying yachts primarily across the North Atlantic with monthly sailings between Florida/Caribbean and the Mediterranean. She will have a service speed of 18 knots, which will reduce the current transatlantic transit time of 15 to eight days. The yacht carrier will be equipped with a 19,680kW diesel-electric plant for propulsion, ancillary electrical power, and all shipboard electrical services. The plant will be powered by two Wartsila 12V38B main diesel generating sets, two Wartsila 6L20 auxiliary generating sets, and a 300kWe emergency/harbour generating set. The generating sets will

supply twin Lips CS3500 pull thrusters for propulsion. Manoeuvrability will be enhanced by a 1.64MW Lips CT225 transverse bow thruster. The two 5.1MW azimuthing pull thrusters will each be equipped with a 4.0 m-diameter Lips skewed, pulling, controllable-pitch propeller and Sternguard MK2M shaft seals.

STC orders simulation suite

for new site: The Shipping and Transport College (STC) in Rotterdam has awarded Kongsberg Maritime with a contract for the supply and installation of an extensive new suite of engine and navigation simulators for its new premises. Based on a MAN B&W 5I90MC, the colleges high-end operational engine room simulator replicates a very large crude carrier with a slow speed turbo charged diesel engine and is modelled with a fixed controllable propeller. The electrical plant includes 2 diesel generators, one turbo generator/motor and one 180kW emergency generator. The steam plant includes D-type steam boiler, exhaust boiler, four cargo turbines, ballast turbine and condensing and feed water systems. All control room and bridge panels are included. This is one of the most sophisticated engine room simulators developed by Kongsberg Maritime and includes the new BigView interactive mimic screen. The BigView makes familiarisation of the simulated engine plant far more efficient and exciting compared to existing methods and provides a unique overview of the events. The simulator centre will feature a large desktop simulation system that will include several models for engine room and cargo handling simulation. The order also includes a large new bridge and a comprehensive upgrade package of the existing full mission bridge simulator.

EnSolve Biosystems wins US Navy contract option:

EnSolve Biosystems has been awarded a contract option by the US Navy to develop a biological treatment system to remove petroleum products from decommissioned ships prior to disposal. The Phase II SBIR grant calls for EnSolve to design a prototype system that can be used to treat the wash water generated during the cleaning process. The system would be based on the company's patented biotechnology process, which uses naturally occurring microbes to consume emulsified and other hydrocarbon-based wastes in the water to meet regulatory standards for discharge. EnSolve is also teaming with

Bath Iron Works under a separate US Navy SBIR contract to develop biological treatment systems for bilge-water treatment to replace the existing mechanical oily water separators currently used by the US Navy. The company is currently marketing commercially a biomechanical bilge-water treatment system for commercial and naval ships. Its patented PetroLinator system has been type approved by the US Coast Guard and Canadian Department of Transport to meet the IMO standards for overboard discharge.

CapRock named Teleport Developer of the Year:

CapRock Communications has been named Teleport Developer of the Year by the World Teleport Association (WTA). The WTA presented the award during a ceremony held at the Satellite 2005 conference in Washington D.C. on 23rd March. "In a single year's time, CapRock constructed and commissioned 16 hub earth stations and expanded its global operations across four international teleports," said Louis Zacharilla, Director of Development for World Teleport Association. "It is moving in a way that few teleport developers in recent memory have and WTA recognises this remarkable expansion and dedication to teleport development by naming it as its '2005 Teleport Developer of the Year.'" CapRock began its 2004 expansion development at home in North America. At the company's headquarters in Houston, it constructed a new teleport facility and a 62,000 sq. ft. global headquarters. The company also constructed a new 24 x 7 network operations centre (NOC) and constructed/commissioned seven hub earth stations. Its development initiatives during 2004 also included expansion throughout its global network. In Aberdeen, Scotland, it expanded its existing Europe, Middle East and Asia teleport facility, constructed/commissioned five hub earth stations and increased personnel.

RINA moves towards zero emission engines:

Italian classification society RINA has type-approved a device seen as a significant step towards the "almost zero emission engine" for passenger and cruise ships. The system, known as TurboTransducer, was developed by Italy's Mec System s.r.l. and applies micro-emulsion technology to marine diesel engines to deliver significant reductions in smoke visibility

and Nox emission without increase in fuel consumption.

The micro-emulsion technology produces a micro-emulsified fuel, using HFO and demineralised water to feed the diesel engines. The fuel is composed of homogeneous micro cells with a diameter of between 0.10 and 0.50 microns formed of water enclosed in a film of organic liquid fuel. "One of the problems in obtaining a micro-emulsified fuel is to make it stable," says Ernesto Marelli, Mec System's CEO and owner. "This type of technique has been in use since 1980 in power plants ashore but has never yet been marinised reliably. We now believe Mec System has overcome all the technical problems, and we have proven that it works and provides benefits working with the four-stroke engines typically used onboard passenger ships."

Moore Stephens highlights shipping aspects of new accounting rules:

Accountants Moore Stephens say that from 2005 companies have to produce their accounts in a new, internationally agreed way. Companies with a listing in any European Union state have to produce their financial statements in accordance with International Financial Reporting Standards (IFRS). EU member states also have the option of requiring IFRS for unlisted companies. And many other countries, too, have decided to move to IFRS. Writing in Moore Stephens' shipping newsletter *The Bottom Line*, partner David Chopping says, "The shipping industry is in a slightly unusual position, as many companies have been using international standards for years. But, unfortunately, that does not mean that shipping companies can sit back and ignore the changes." At the same time as the move to IFRS, there has been a series of changes to those standards that may affect shipping, he adds. These include a new requirement to classify, separately, assets held for sale. This means that accounts will not just reflect disposal of vessels in the year, but also any plans at least those at an advanced stage - for such disposals. Vessels held for sale will not be depreciated, and may need to be restated immediately prior to being treated as held for sale. Another change that is likely to have an impact is the requirement to reconsider residual values annually, using as the basis the value that the company would receive were it to dispose of an asset currently in the condition expected at the end of its useful life. This means that the residual value

needs to be changed each year taking account of the prevailing scrap value. It could have a substantial effect on ageing vessels where the remaining depreciation period is shorter." Moore Stephens also notes that it is not just ships that have to be counted differently, but also what people are paid. Key management remuneration must now be detailed.

Boost for MEPs MariSan system:

Engineers and scientists from Marine Environmental Partners (MEP) and Nova Southeastern University Oceanographic Center (NSU) have entered the second phase in the development of protocols for the testing of ballast water systems as provided for by the United States National Oceanic and Atmospheric Administration (NOAA) 2004 Sea Grant Award. Last week, biological, analytical and toxicological tests of MEPs MariSan ballast water treatment system were conducted onboard Carnivals Elation as the ship cruised the western Caribbean. The system has been successfully operating under regulated conditions for more than a year on the Elation. The biological tests that were conducted identified surrogates that can be used for standardised testing; the analytical tests established a methodology to determine the chemistry that occurs in any treatment process; and the toxicological tests defined what tests are necessary and can be performed on a worldwide basis. Prior to last weeks onboard testing, MEP and NSU conducted land-based optimisation tests on the MariSan system. These phase I tests have resulted in improvements that will lead to cost reductions in hardware and electricity, and ease of installation in ships of all types and sizes. These latest enhancements will be incorporated into two new MariSan ballast water systems for which MEP has orders.

Comar launches SLR-200 AIS receiver:

Detailed information about the size, status, movement and even the cargo being carried from vessels fitted with mandatory AIS transponders can now be utilised by non-mandatory vessels and other users such as port and harbour authorities wishing to monitor traffic in their VHF range, thanks to the launch of the SLR-200 AIS receiver from Comar Systems. The SLR-200 links to a PC running a navigation programme or compatible chart plotter. It provides up to the minute, on-screen information including the name, call sign, position, speed and heading of AIS transmitting

vessels within VHF range. It is a robust, dual channel AIS receiver, incorporating a synthesised VHF receiver unit in its compact casing. Measuring just 140 mm by 120 mm by 50 mm, it comes complete with trunnion mount, power cable, PC serial cable, NMEA cable and a combined installation/instruction manual. It is quick and easy to install, requiring a 12/24vDC power source. It is connected to the PC via the serial port and to an external VHF aerial. For ports and harbour authorities, the SLR-200 is an affordable alternative to a high cost full Class A unit, enabling them to monitor traffic within the VHF range, track vessels in the areas, and check on the legality of transit, and compliance with speed regulations. The data available from the SLR-200 provides an immediate, visual insight into the status and movements of other vessels in VHF range. AIS capability is now included as a standard feature on the majority of PC navigation software. Integrating AIS data onto the vessels electronic chart display instantly improves the safety levels onboard, while the quick access to a MMSI (Marine Mobile Service Identity) can often help avoid a potential collision.

Datatrak success at Seatrade Awards:

Data capture specialist, Datatrak, has picked up the Seatrade Award for New IT Applications for the Shipping Industry, sponsored by Inmarsat. These awards promote improvements in maritime standards and reward those whose products help save lives and protect the environment. Founder and director, Jennefer Tobin was presented with the Award last week at Londons Guildhall by the Guest of Honour, Admiral Sir Alan West, GCB, DSC, ADC, First Sea Lord and Chief of the Naval Staff. We wish to thank Seatrade for creating the Awards, which benchmark and judge us to provide a platform to test our ideas as an innovator, said Ms Tobin. It is a great complement to have been selected by such a distinguished panel of judges for such a prestigious Award, and recognises the hard innovative work put in by all involved with Datatrak. This acknowledgement that our systems actually improve operational safety and efficiency will drive our development efforts into solving many more of the shipping industrys data capture and management problems.

Second draft of common structural rules for bulk

carriers now available: The Joint Bulker Project (JBP), made up of Bureau Veritas, CCS, ClassNK, GL, KR, RINA and RS, has made available on its website the second draft of Common Structural Rules for Bulk Carriers.

The second draft has been largely amended and improved compared to the first version in July 2004. One of the driving forces behind this extensive revision has been the overwhelming interest and comments received from the industry. These comments, as well as those of the Technical Committees of IACS members, the results of calculations on existing designs, and a review of damage cases, have been taken into account. period of four months is available to interested parties for comments on the second draft, before 1st August 2005. In December 2005, the draft will be submitted to the IACS Council for adoption as IACS common structural rules, with entry into force on 1st January 2006.

AMOT and MAN B&W sign agreement on bearing condition monitor

The AMOT XTS-W Bearing Condition Monitoring System has been added to the Extent of Delivery list for all MAN B&W 2-stroke engines. AMOT worked closely with MAN B&W during development of the XTS-W, using its Copenhagen test facilities and collaborating on a sea trial.

Innovative Anchor Handling Vessel:

Bourbon Offshore Norway has been a prime mover in developing, together with Ulstein Design AS, a new ULSTEIN AX104 anchor handling vessel. The vessel stands out due to its three innovative features - inverted bow design, diesel electric propulsion, and the introduction of a new safe anchor handling system. The shape of the hull has been optimised for high speeds, low resistance and low fuel consumption. Improved stability in extreme weather conditions is expected to benefit crew's comfort and safety during work and rest periods.

Cleansing Ships before Scrapping:

EnSolve Biosystems (USA) has been awarded a contract option by the U.S. Navy to develop a biological treatment system to remove petroleum products from decommissioned ships prior to disposal. The company is expected to design a

prototype system that can be used to treat the wash water generated during the cleaning process. The system would be based on EnSolve's patented biotechnology process, which uses naturally occurring microbes to consume emulsified and other hydrocarbon-based wastes in the water to meet regulatory standards for discharge.

Air Pollution Prevention: Vessel owners are advised that MARPOL Annex VI and its associated NOx (nitrogen oxide) Technical Code will enter into force on May 19, 2005.

According to Regulations for the Prevention of Air Pollution from Ships, all ships of 400 gt and above engaged on international voyages may be required to produce specific documentation (where applicable) to a port state control officer (PSCO).

Trimaran for High Speed

Transport: "Benchijigua Express" is larger than any existing diesel-powered fast ferry and is the world's largest all-aluminium commercial trimaran. The characteristics of this new vessel, with a length of 126.7 metres and beam of 30.4 metres, will improve overall efficiency in terms of passenger capacity, deadweight and freight lane metres by more than 35%. At the same time passenger comfort is expected to increase by 25% to 40%, according to the owner Fred Olsen S.A. This new trimaran, built by Austal, signals significant improvement in the fast sea transportation and opens up new markets beyond the ability of existing fast ferry design for both commercial and military operators.

Silent Thruster: EPS thruster, developed by Van der Velden™ Marine Systems, is an electrically operated thruster system without gear and propeller shaft. Blades are connected to an outer ring, rather than to a hub. Having no clearance between the propeller and tube removes a likely source of cavitation. As a result, an extremely quiet and comfortable operation is assured. The company has recently announced that it has optimised the EPS production process to apply the latest electrical control techniques and design innovations.

Tribon Supports More

Languages: The latest release of the Internet-based Tribon.com facility comes in response to business growth in the largest centres of the marine industry. Version 10 of Tribon.com now supports the Chinese, English, Japanese, Korean and Russian languages, and enables the users to select their preferred language for the user interface. Tribon.com is a subscription-based Internet service for the review and selection of shipbuilding items. It is populated with technical information direct from major suppliers and is accessed directly by engineers at the shipyards.

Port Distance Software:

Seafuture, a maritime software developer from South Korea, has released ports distance software. Netpas Distance provides a database of more than 9,300 ports around the world and over 43 million navigation distances among the ports. The software displays ports positions and calculated routes on an electronic world map on a standard computer screen and it allows users to edit the route.

China Needs Tanker Fleet for

Security: As China becomes a large oil importer, building the country's own oil tanker fleet to ensure oil security in the future is an urgent task. The fleet should be capable of handling at least 50 percent of China's total oil imports, according to the Beijing-based Economic Information Daily. Based on this estimation, the oil tanker fleet should be able to handle 75 million tons of the oil imports by the year 2010. The figure would rise to more than 130 million tons by 2020, the newspaper said.

Dismantling Nuclear

Submarines: The Russian Federal Agency for Nuclear Power stated that Russia wanted to start dismantling foreign nuclear submarines. While they have the capacities to do this the question remains - where will the spent nuclear fuel from submarine reactors be stored? Russia is currently dismantling only its own nuclear submarines, and doing so with a foreign aid.

Russia received \$100 million a year for these purposes. In the space of five to six years, all of the remaining 80 Russian

nuclear submarines will be scrapped. Following that, the agency said they would be ready to take U.S., British, and French submarines, which would save foreign partners considerable sums and bring in earnings for Russia.

Palacio's EC group boosts port state control co-

operation: GREATER co-operation between Europe's three separate port state control regimes has been kick-started by the European Commission's High Level Group, chaired by former transport commissioner Loyola de Palacio.

Tanker market faces three years of famine warns analyst:

THE tanker market is likely to be the first shipping sector to suffer an oversupply of tonnage, leading to earnings declines for the next three years, Citigroup Smith Barney tanker analyst John Kartsonas has warned.

OSG hints at more orders:

OVERSEAS Shipholding Group could order up to five additional US-flag product tanker newbuildings on its own account.

OSG's Arntzen bullish as fleet expansion pays dividends:

NEW York tanker company Overseas Shipholding Group more than doubled its quarterly net profit to \$165m, boosted by the absorption of the Stelmar Shipping fleet into its operations.

Brussels port directive: for a few dollars less:

What to do with the ports industry has become a hot potato in Brussels. Divergent opinions abound, as do legislative proposals too complex for most industry professionals to understand, let alone European Union citizens.

Western Bulk awarded \$2m over charterparty breach:

WESTERN Bulk Carriers yesterday won more than \$2m in damages at the High Court in London after a judge ruled that shipowners Li Hai Maritime breached a charterparty by withdrawing the handymax vessel Li Hai when the market price soared.

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IMO Briefing

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IMO Press Release – Briefing 20 / 2005

GloBallast ballast water management project enters new phase

The GEF-UNDP-IMO Global Ballast Water Management Programme (GloBallast), aimed at assisting developing countries in implementing measures to minimize the adverse impacts of aquatic invasive species transferred by ships in ballast water, has begun a new phase, following the initial, successful, execution of the five-year US\$10.2 million project by IMO.

The preparatory phase of the new project, to be known as GloBallast Partnerships, was initiated on 1 April 2005 with funding of around US\$700,000 from the Global Environmental Facility (GEF). This preparatory project will be executed by IMO over a period of 18 months and is expected to provide the groundwork for the full-scale GloBallast Partnerships project (full title: *Building Partnerships to Assist Developing Countries to Reduce the Transfer of Harmful Aquatic Organisms in Ships' Ballast Water*), to become operational in 2006/2007. The main objective is to assist particularly vulnerable countries and/or regions to enact legal and policy reforms to meet the objectives of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, adopted by IMO in February 2004.

The Convention requires ratification by 30 States, representing 35 per cent of world merchant shipping tonnage, in order to enter into force. Assisting States to implement the requirements of the convention is seen as critical if the new instrument is to make a timely entry into force and for its aims to be achieved. The issue of aquatic invasive species, including the transfer of harmful organisms in ships' ballast water and sediments, is seen as one of the greatest threats to global marine biodiversity and ecosystems, and as a significant threat to coastal economies and even public health. The transfer of harmful organisms in ships' ballast water is set to increase three-fold as a result of the increase in shipping activity predicted in the next decade. Developing countries and Small Island Developing States are said to be at particular risk, as globalisation of the world economy continues and new markets and therefore ports and shipping routes are opened in these areas. Institutional strengthening and capacity building through technical cooperation programmes such as GloBallast Partnerships are vital if the most vulnerable countries are to be protected from the increasing risks of aquatic bio-invasions.

GloBallast Partnerships is intended to be a five-year project

with a tentative budget of US\$17 million, of which, US\$10 million will come from in-kind contributions from the participating countries and other interested partners. The remainder of the funding will be in the form of a GEF grant to support incremental costs. The United Nations Development Programme (UNDP) is acting as implementing agency for GEF.

The initial phase – known as PDF-B - will include the development of a plan to enact legal reforms, identification of a plan to establish criteria for vulnerable areas, a stakeholder involvement plan and a monitoring and evaluation plan. The project will be managed by a Project Management Unit established by IMO.

The first phase of the GloBallast programme ran from 1 March 2000 to 31 December 2004. It involved a four-person Programme Coordination Unit (PCU), based at IMO in London, and six initial demonstration sites, located in Brazil, China, India, Iran, South Africa and Ukraine. Activities carried out at these sites focussed on institutional strengthening and capacity building and included:

- Establishment of National Lead Agencies and Focal Points for ballast water issues.
- Formation of cross-sectoral/inter-ministerial Country Task Forces.
- Communication and awareness raising activities.
- Ballast water risk assessments.
- Port biota baseline surveys.
- Ballast water sampling.
- Training in implementation of the IMO Ballast Water Guidelines.
- Assistance with national ballast water legislation and regulations.
- Training and technical assistance with compliance monitoring and enforcement.
- Assistance with developing national ballast water management strategies and action plans.
- Assistance with developing self-financing and resourcing mechanisms.
- Initiation of co-operative regional arrangements between neighbouring countries for ballast water management.

IMO Press Release – Briefing 21 / 2005

Draft SUA protocols ready for October Conference

Draft SUA protocols ready for October Conference
The consideration of draft protocols to amend the 1988 Suppression of Unlawful Acts (SUA) Convention and Protocol was completed by the Legal Committee when it met for its 90th session from 18-29 April 2005, ahead of a diplomatic conference to be held later this year.

The Committee reviewed the draft protocol to the Convention for the suppression of Unlawful Acts against the Safety of Maritime Navigation draft protocol to the 1988 SUA Convention) and the draft Protocol to the 1988 Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf, which will be forwarded for consideration

and subsequent adoption by the Diplomatic Conference on the Revision of the SUA Treaties, scheduled to be held at IMO Headquarters in London from 10 to 14 October 2005.

The main purpose of the 1988 SUA Convention is to provide the legal basis for action to be taken against persons committing unlawful acts against ships. These acts include the seizure of ships by force, acts of violence against persons on board ships and the placing of devices on board which are likely to destroy or damage the ship. Under the Convention, Contracting Governments are obliged either to extradite or prosecute alleged offenders. Similar provisions are contained in the SUA Protocol, relating to unlawful acts against fixed platforms located on the continental shelf.

The aim of the two draft Protocols is to strengthen the SUA treaties in order to provide an appropriate response to the increasing risks posed to maritime navigation by international terrorism.

Proposed amendments to the treaties in the draft Protocols include a substantial broadening of the range of offences included in Article 3 of the SUA Convention and the introduction of provisions in Article 8 to allow for the boarding of vessels suspected of being involved in terrorist activities.

The Conference will consider these amendments as well as a number of other, related, issues including the political offences clause, the transfer of prisoners clause and the entry into force criteria. Work on the revision of the SUA treaties follows from the adoption, in 2001, of Assembly resolution A.924(22) which called for a review of the then existing measures and procedures to prevent acts of terrorism which threaten the security of passengers and crews and the safety of ships. The SUA amendments will complement the provisions of SOLAS chapter XI-2 (Special measures to enhance maritime security) and the International Ship and Port Facility Security (ISPS) Code, which entered into force in July 2004, by providing a legal basis for the arrest, detention and extradition of terrorists in the unfortunate event that a terrorist attack against shipping nevertheless occurs.

Other Legal Committee items

The Legal Committee also continued work on a number of other agenda items.

The Committee continued its consideration of the draft Wreck Removal Convention (WRC) with a view to finalizing as many outstanding issues as possible in order to present as final as possible a draft for consideration by a diplomatic conference tentatively scheduled to be held in the forthcoming biennium. The WRC is intended to provide international rules on the rights and obligations of States and shipowners with respect to wrecks and drifting or sunken cargo which may pose a hazard to

navigation and/or pose a threat to the marine environment.

The aim of the Convention is to clarify the rights and obligations regarding the identification, reporting, locating and removal of hazardous wrecks, in particular those found beyond territorial waters. The proposed Convention will also cover the issue of compensation in the event that the coastal State itself needs to take relevant action.

• Fair treatment of seafarers

- The Committee reviewed the report of the first session of the Joint IMO/ILO Ad Hoc Expert Working Group on the Fair Treatment of Seafarers in the Event of a Maritime Accident, which met in January 2005.

- The Committee approved a draft resolution for adoption by the twenty-fourth IMO Assembly (which meets in November-December 2005) and by the ILO Governing Body. The resolution calls for the adoption of guidelines on fair treatment of seafarers in the event of a maritime accident as a matter of priority.

• Claims for death, personal injury and abandonment of seafarers

- The Committee received a progress report on the work of the Joint IMO/ILO Ad Hoc Expert Working Group on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers. In particular, the Committee noted that ILO has created a database to record information on incidents of abandonment of seafarers.

- The database is intended to facilitate monitoring of the size and scope of the issues involved.

• Implementation of the HNS Convention

- The Committee was updated on the status of implementation of the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HNS) by Sea, 1996.

The HNS Convention is intended to add a vital component to the international regime for compensation for pollution damage at sea. At the end of April 2005, it had been ratified by eight States, representing 5.38 per cent of world merchant shipping tonnage. For entry into force, the HNS Convention requires ratification by 12 States, four of which have not less than two million units of gross tonnage, provided that persons in these States who would be responsible for paying contributions to the general account have received a total quantity of at least 40 million tonnes of contributing cargo in the preceding calendar year. It was noted that the contracting States, as well as the States which in future will accede to the HNS Convention, are legally obliged to submit information on contributing cargo received when depositing their instruments with the Secretary-General of IMO and annually thereafter.

GloBallast: Programme Coordination Unit

Global Ballast Water Management Programme

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A high performance escort tug Velox, developed by Robert Allan Ltd. of Vancouver (BC, Canada), was recently delivered from Astilleros Gondan (Spain) to Østensjø Rederi (Haugesund, Norway). Velox is the first of two tugs being built at Gondan to this new design, designated as the AVT 37/65-E Class. The new design incorporates a

number of refinements in hull form, deck gear and skeg design to maximize indirect towing performance. This combination marks the Velox as one of, if not the most effective escort tug afloat, in terms of performance per unit power or performance per size.

IMO Press Release – Briefing 22 / 2005

Preview: Maritime Safety Committee - 80th session: 11-20 May 2005

Goal-based standards on agenda at IMO's Maritime Safety Committee

The development of goal-based standards for new ship construction will be high on the agenda when IMO's Maritime Safety Committee (MSC) meets at the Organization's London Headquarters for its 80th session from 11 to 20 May 05.

Other important issues on the MSC agenda include the adoption of revised provisions for subdivision and stability in SOLAS chapter II-1 Construction - Structure, subdivision and stability, machinery and electrical installations, continued work on passenger ship safety and implementation of the maritime security measures adopted by IMO.

Goal-based new ship construction standards: The MSC is expected to re-establish the Working Group on Goal-based New Ship Construction Standards to further progress the work on the issue, based on the premise agreed at the last session that the standards should be broad, over-arching goals against which ship safety should be verified at the design and construction stages and during ship operation. The MSC has already reached general agreement on the proposed five-tier system, consisting of goals (Tier I), functional requirements (Tier II), verification of compliance criteria (Tier III), technical procedures and guidelines, classification rules and industry standards (Tier IV) and codes of practice and safety and quality systems for shipbuilding, ship operation, maintenance, training, manning, etc. (Tier V).

The Working Group is expected to finalize the basic principles of goal-based standards, the Tier I goals and the Tier II functional requirements for consideration and approval by the Committee. In particular, extensive discussions are expected on the functional requirements preliminarily agreed at the last session, concentrating on issues such as design life, environmental conditions, fatigue life, coating life, corrosion addition, structural strength, construction quality, maintenance, transparency, operating conditions, information keeping, actual service life and watertight and weathertight integrity.

Substantial progress is expected with regard to the verification of compliance criteria (Tier III), in particular concerning the question of who should verify the compliance of the classification societies' rules with the goal-based standards and the mechanism and procedure of verification. Other issues will include the consideration of the provisions of the goal-based new ship construction standards could be incorporated in the appropriate IMO instruments, including the preparation of relevant options for the Committee to consider.

Further discussions are expected with regard to other issues raised in the submissions to the session, concentrating, inter-alia, on the linkage between goal-based standards and formal safety assessment, the role of the human element and the relationship between a performance-based and a risk-based approach.

Revised SOLAS chapter II-1 set for adoption: The revision of SOLAS chapter II-1 is intended to harmonize the provisions in the chapter on subdivision and damage stability for passenger and cargo ships. The revised provisions will be applicable to new ships.

The draft amendments, which have been intensively developed over the past decade, are based on the "probabilistic" method of determining damage stability, which is itself based on the detailed study of data collected by IMO relating to collisions. Because it is based on statistical evidence concerning what

actually happens when ships collide, the probabilistic concept is believed to be far more realistic than the previously-used "deterministic" method.

The revision has taken into account the results of the HARDER (Harmonisation of Rules and Design Rational) research project: a project undertaken by a consortium of European industrial, research and academic institutions to study the probabilistic approach for assessing a ship's damage stability and to develop new criteria and indexes for subdivision based on probability of survival, taking into account effects from waves, heeling moments, cargo shift, transient effects and equalization arrangements

The work on the revision of SOLAS chapter II-1 has been carried out largely by the Sub-Committee on Stability and Load Lines and on Fishing Vessels' Safety (SLF).

Bulk carrier construction standards - interpretations: The Committee will consider requests by Members for the preparation of interpretations to the revised SOLAS chapter XII which was adopted by MSC in December 2004 and expected to enter into force on 1 July 2006. The interpretations concern, in particular, regulation XII/6 addressing side shell failure in bulk carriers. Several submissions to the meeting request the development of an authoritative interpretation of the regulation, applicable to bulk carriers of 150 m in length and upwards, carrying solid bulk cargoes having a density of 1,000 kg/m³ and above, constructed on or after 1 July 2006. The Committee is expected to consider the requests and, if there is general agreement that such interpretation is necessary, to instruct its Sub-Committee on Ship Design and Equipment (DE) to prepare a relevant circular for approval by the Committee at its next session.

Voluntary IMO Member State Audit Scheme and draft Code for the implementation of mandatory IMO instruments

The MSC will review the report of the third session of the Joint MSC/MEPC/TI Working Group on the Voluntary IMO Member State Audit Scheme. The scheme is designed to help promote maritime safety and environmental protection by assessing how effectively Member States implement and enforce relevant IMO Convention standards, and by providing them with feedback and advice on their current performance.

The MSC will also consider the draft Code for the implementation of mandatory IMO instruments, developed by the Sub-Committee on Flag State Implementation (FSI) to be the audit standard under the Audit Scheme. The results of the MSC's consideration of both issues will be reported to the IMO Council in June 2005 with a view to their formal adoption by the IMO Assembly in November 2005.

Other amendments to SOLAS

The MSC will also consider, with a view to adoption, other amendments to SOLAS, including:

- Draft new SOLAS regulation II-1/3-7 to require construction drawings to be maintained on board and ashore.
- Draft new SOLAS regulation II-1/3-8 concerning towing and mooring equipment. The regulation will require all ships to be provided with arrangements, equipment and fittings of sufficient safe working load to enable the safe conduct of all towing and mooring operations associated with the normal operation of the ship.

- Draft new SOLAS regulation II-1/23-3 concerning water level detectors on new single hold cargo ships other than bulk carriers.
- Draft amendment to SOLAS regulation II-1/31 Machinery control to restrict the application of paragraph 2.10 relating to propulsion control automation systems to new ships only
- Draft amendments to SOLAS regulation V/19 concerning carriage requirements for shipborne navigational systems and equipment, relating to information provided by the Automatic Identification System (AIS).

Amendments to the ISM Code/ISPS Code: Amendments to the International Management Code for the Safe Operation of Ships and for Pollution Prevention (the ISM Code) and International ship and Port Facility Security (ISPS) Code will be considered for adoption. The proposed amendments would add the Company identification number to the Document of Compliance, Interim Document of Compliance, Safety Management Certificate, Interim Safety Management Certificate, International Ship Security Certificate and Interim International Ship Security Certificate.

Amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18)), as amended

The proposed draft amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18)), as amended, incorporate some elements of the Condition Assessment Scheme (CAS) required for certain single hull tankers under the revised MARPOL regulation I/13G and include re-organization of the guidelines to include a new section on survey guidelines for the inspection of double hull tankers.

Passenger ship safety: The guiding philosophy for work on passenger ship safety is based on the premise that the regulatory framework should place more emphasis on the prevention of a casualty from occurring in the first place and that future passenger ships should be designed for improved survivability so that, in the event of a casualty, persons can stay safely on board as the ship proceeds to port. The MSC has agreed a three-hour "time to remain habitable" to allow for safe and orderly abandonment and has agreed to minimum casualty scenarios that a passenger ship must survive and still proceed back to port.

The Sub-Committees on Radiocommunications, Search and Rescue (COMSAR), Ship Design and Equipment (DE), Fire Protection (FP), Flag State Implementation (FSI), Stability, Load Lines and Fishing Vessel Safety (SLF) will report to the MSC on their work in meeting the objectives and tasks set by the MSC. These include the preparation of guidelines, standards and proposed draft amendments to the SOLAS convention relating to passenger ship safety, such as standards relating to alternative designs and arrangements; proposed SOLAS regulations and standards for provision of personal life saving appliances for infants and large adults; standards for essential systems and equipment on passenger ships for safe return to port after a casualty and functional requirements for a safe area(s), where people could be accommodated in the event of a fire aboard a passenger ship.

Other issues under consideration in relation to large passenger ship safety, which have been considered by the Sub-Committees, include development of draft circulars or guidelines on reports on marine casualties and incidents, on recommended conditions for extending the period of validity of a certificate, on the transfer of class-related matters between recognized organizations and on interpretations of the date of completion of the survey and

verification on which the certificates are based. Also relevant is the development of amendments to survey guidelines under the harmonized system of surveys and certification for MARPOL Annex VI Prevention of Air Pollution from Ships.

The aim is to complete the work on passenger ship safety by 2006.

The MSC is also expected to consider a possible role for the World Maritime University in co-ordinating search and rescue research projects related to passenger ships.

Measures to enhance maritime security

The MSC is expected to consider issues relating to the implementation of the special measures to enhance maritime security which were adopted by the Organization in 2002 and entered into force on 1 July 2004.

Proposed Mandatory training and certification requirements for persons to be designated as ship security officers (SSOs), endorsed by the Sub-Committee on Standards of Training and Watchkeeping (STW) will be reviewed. Proposed draft amendments to the STCW Convention and to parts A and B of the STCW Code require candidates for a certificate of proficiency as a ship security officer to demonstrate they have the knowledge to complete a range of tasks, duties and responsibilities, including: maintenance and supervision of the implementation of a ship security plan; assessment of security risk, threat, and vulnerability; undertaking regular inspections of the ship to ensure that appropriate security measures are implemented and maintained; ensuring that security equipment and systems, if any, are properly operated, tested and calibrated; and encouraging security awareness and vigilance.

Long-range identification and tracking of ships

The Committee will consider proposed draft amendments to SOLAS chapter XI-2 Special measures to enhance maritime security to include a new regulation on Long-range identification and tracking of ships. The proposed draft regulation would require ships to transmit information automatically to enable the identification and tracking of the ship by SOLAS Contracting Governments.

Formal safety assessment

A Joint MSC/MEPC Working Group on Formal Safety Assessment (FSA) is to be established to continue the review of the FSA process. The MSC has agreed on the need to improve the process so that, in the future, the Organization could have, as part of its decision-making process, a single, internationally recognized tool upon which to base its decisions and recommendations.

The MSC and the Working Group are expected to discuss the possible establishment of a group of experts which would be entrusted to provide expert judgement in relation to specific FSA studies.

The report of a Correspondence Group on FSA will also be discussed. The report includes proposed draft amendments to the Guidelines for Formal Safety Assessment (FSA) for use in the IMO rule-making process (MSC/Circ.10# -MEPC/Circ.392).

Implementation of the revised STCW Convention: The list of Parties deemed to be giving full and complete effect to the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, is expected to be updated when IMO Secretary-General Mitropoulos submits his report on those countries whose reports of independent evaluations have been completed since the previous MSC meeting.

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