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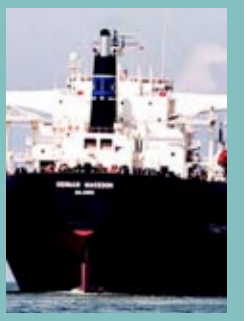
VOL: 1 No. 11 BE INFORMED "BEST" WITH A PURSUIT TO TAKE EFFECTIVE DECISIONS NOVEMBER 2005

Nations bolster sea treaty to prevent attacks

A new treaty makes it illegal for ships to carry weapons of mass destruction and allows states to search in international waters vessels suspected of being used as floating bombs, the U.N.'s maritime body said on Monday. The law also makes it an offence for merchant ships to be used to transport equipment and individuals involved in carrying out terrorist acts and provides a legal basis for the arrest and extradition of suspects.



The U.N. International Maritime Organisation (IMO) said the treaty, adopted by 126 countries representing 82 percent of the world's fleet, was thrashed out at a conference in London last week and needs to be ratified.

In a statement on Monday, IMO Secretary-General Efthimious Mitropoulos urged governments to ratify the treaty quickly to send "a strong message that the maritime community is eager and willing to protect the industry against acts of terrorism." Delay would strengthen the hand of those trying to exploit loopholes in existing laws, he said. Mitropoulos said the industry had to be fully armed to counteract the "gravest menace it has ever faced".

Since the attacks on the United States in September 2001, governments have become increasingly concerned that the legal framework surrounding international shipping made maritime traffic vulnerable to use by militants.

In particular, they were worried that countries were unable to order a ship flying another nation's flag to stop and be searched in international waters without running the risk of a major diplomatic incident. Ships trading far from a country's territorial waters, in the deep ocean, are classed as sovereign entities. Nations have much more power to search a suspect vessel within their own territorial waters extending to 12 nautical miles from shore. Only last week a U.S. coastguard chief told a maritime security conference in Copenhagen that Washington wanted to be able to search ships as far from its shores as possible to deter a possible attack it fears could come from the sea. The new initiative, if ratified, appears to give the United States the flexibility it has been looking for.

"The Americans wanted some system where they could interdict and search quickly far, far from their shore," said James F. Wall, formerly chair of the IMO security arm, now a consultant. "They certainly wouldn't see this as a loss," he told Reuters. But he said a test could come when a country like the United States, which has been the driving force behind a number of sea security initiatives, wanted to search ships of nations who weren't party to the treaty. Iran, for instance, has not signed. "There are rights of search under U.N. Security Council resolutions and that might be the only way of doing it," he said.

STOP AND SEARCH

Highlights

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Attention Seafarers!

In case of Emergency seek Help while in Indian waters / Indian EEZ, Contact: INDIAN COAST GUARD (Dial City Code) followed by 1718

The new treaty allows signatory nations to stop and search a ship suspected, for example, of being used as a floating bomb on the high seas, if they have the approval of the flag state. "What's important here is that it is not carte blanche ... governments still need the full cooperation of the flag state and they could still be turned down," an IMO spokesman said.

"It can and has in the past been interpreted as a very aggressive act — an act of war," the spokesman said. Signatory nations can also agree to allow their ships to be searched automatically by other states if the flag state has not replied within four hours. Countries which have signed the Nuclear Non-Proliferation Treaty are largely exempt from the nuclear dimension of the new treaty, which revises existing law, but are still bound by other conditions.

Somali pirates hijack another ship

Somali pirates have seized a cargoship off the coast of the Horn of Africa nation in the latest of aspate of such incidents that have prompted awful maritime warnings,officials said Friday. Andrew Mwangura of the Seafarers' Assistance Program from Kenya's port of Mombasa said the Maltese-registered ship, Pagania, was attacked late on Wednesday as it sailed from South Africa to Europe with a cargo of iron ore. The hijackers are reportedly demanding a 700,000 US dollars ransom for the release of the ship and its crew, all believed to be Ukrainian. "They (pirates) hijacked the ship on Wednesday afternoon and are demanding 700,000 dollars before they can release it," Mwanguara said by telephone.

He said the vessel was seized some 167 km off the Somali coast. International maritime officials say Somali waters are some of the world's most dangerous. Last week, Transitional Federal Government of Somalia urged neighboring countries to send warships to patrol the nation's waters after a fourth cargo vessel delivering food aid was seized by pirates. Prime Minister Ali Mohammed Gedi said his interim government, which has yet to take control of the lawless country, does not have the resources to protect shipping along Somalia's coast. He said he would call for a meeting of every country that has an interest in securing Somalia's shipping lanes to organize an interim force to protect Somalia's waters. The appeal came after two hijacked UN-chartered food aid vessels, one of which had been seized in June, were released but as other ships and crews remain in captivity. More than 20 ships have been seized or attacked in the area since March. The IMB - which records such attacks - has recently advised ships "to keep as far away as possible from the Somali coast."

IMO: Retention of Original Records

The IMO issued a Circular reminding Member States of the importance of the retention of original records and documents on board ships engaged in international commerce. Only in the most exceptional circumstances should Member States remove the original records/documents and then only if the master and other parties concur. If the originals are removed, they must be replaced with certified copies and a receipt showing who will have the originals and how that person may be contacted.

Maritime Security: More Work to be Done

Global maritime anti-terror laws introduced last year have broadly enhanced sea security, but many challenges lie ahead, a principal architect of the measures said in an interview, according to a Reuters report posted on www.btimes.com. James F. Wall, until 2004 chair of the UN International Maritime Organisation's (IMO) security arm responsible for drawing up the law, said merchant ships were generally more secure than the ports which still need more security. The International Ship and Port Security (ISPS) code, drawn up in the aftermath of the September 11 attacks in the US, has been described as the toughest the industry has faced since World War II.

Unlawful Acts At Sea Treaty Revised

Diplomatic Conference on the Revision of the SUA Treaties: 10-14 October 2005 Amendments to the Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation, 1988 and its related Protocol, which provide the legal basis for action to be taken against persons committing unlawful acts against ships (and against fixed platforms located on the continental shelf) are set to be adopted by the Diplomatic Conference on the Revision of the SUA Treaties, which meets from 10 to 14 October 2005 at the London headquarters of the International Maritime Organization (IMO), the United Nations specialized agency responsible for safety and security of shipping and the prevention of marine pollution by ships. The SUA treaties complement the practical maritime security measures adopted by IMO - including SOLAS1 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 - in that they regulate the legal situation in the unfortunate event that a terrorist attack should occur. The principal purpose of the SUA treaties is to ensure that anyone committing unlawful acts against the safety of navigation will not be given shelter in any country but will either be prosecuted or extradited to a State where they will stand trial. Among the unlawful acts covered by the SUA Convention are the seizure of ships by force; acts of violence against persons on board ships; and the placing of devices on board a ship which are likely to destroy or damage it. The two draft protocols to amend the 1988 treaties were developed by IMO's Legal Committee and are aimed at ensuring that the legal framework put in place by IMO continues to provide an adequate basis for the arrest, detention, extradition and punishment of terrorists acting against shipping or fixed platforms or when using ships to perpetrate acts of terrorism. The draft protocols broaden the list of offences covered by the treaties and introduce novel provisions to facilitate the boarding of ships where those offences may already be in the process of being committed, with the aim of preventing or neutralizing their potentially damaging consequences. Work on the revision of the SUA treaties follows from the adoption, in 2001, of IMO 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.

From the Editor's Desk

Our focus on Maritime Industrial needs, to make "INDIA" a destination for better qualified manpower, focussing particularly on the overall safety performance of vessels and the best technological role, thriving to keep consistent improvement in performance, with forward looking challenges for Seafarer's working life and the environment in the 21st Century and beyond. This realisation strongly felt with an emphasis on upgrading Maritime Education to seafarers in the late 1980's, the resultant of which Maritime Colleges and Institutions sprang up mushrooming in such an unregulated manner, resulting to 'off the shelf certificates' leaving the administration receiving a severe jolt following some break applied, owing to the constructive criticism expressed in the " Times of India " newspaper, by Forward Seamen's Union Leader Naresh Birwadkar, Mumbai, referring to off the shelf certificates. This started soon after STCW (Standards of Training, Certificate of Watch keeping) courses introduced and made mandatory to all class of seamen, thus to imbibe systematic basics of job skill ness, instilling dignity and discipline, dutifulness, and dedication to the profession. This followed with ship's squeezed manning onboard. Some of the old timers, crewmembers who though drawing their wages with L.T.I. (left thumb impression) were also not spared, but to undergo STCW courses. The most funny part was that the officers and ratings were clubbed together in the class for PSSR course, in a national institution, with a self styled young master mariner taking class in English with an egoistic style, when requested to take class in Hindi, a common language, to benefit the crew (ratings) who were in the same class. He however continued the class proceedings in English, saying that he does not know Hindi, saying the final test would be in English, however all the candidates were provided the course certificate, at the end of the course. Institutional record of my report to the Director, should speak of this, if required.

Young able-bodied, literate men got inducted into shipping, as they carry the national image overseas, the choice of crew selection left to the respective shipping company to compete with the world market thus this boost, to the Indian seafarers image overseas. Men with the right aptitude, who loved their job, mastered their skill with specialisation and made a career of international class. Therefore, the marine industry has seen a steady decline, in the total losses of ships during the last 15 years from 4 per thousand at risk to about 1 per thousand at risk. While the average age of the world fleet has increased from 13 years to over 21 years and ship numbers from 73,500 to 90,120 ships. Enhancements to survey inspection regimes introduced, for higher risk ships, by increasing the scope and intensity of the surveys as the ship's age. The significant changes were:- globalisation in shipping, the technical advances in scale we have made. The ships were small 20 years ago and specialised at every level, besides the focus on the environment has led to major technical and operational changes. Alas move to common rules, with a concept of standardisation and raising the quality benchmark with a minimum functional requirement in the Care, Operation and Maintenance, primarily towards safety and seaworthiness of vessels of the highest order with quality conscious approach, all this added to the rise in, number of international conventions regulating increased issues covered by classification rules. Bureau of Indian Standards notified of a serious flaw in the national standard in 1994, noticed in a shipyard in Gujarat, despite consistent follow up with the Bureau of Indian Standards, corrective action could only be taken at snails rate by BIS in 2004, after ten long years. Non-egoistic men with the right aptitude, needs to be employed in service, or else it reflects on governance and our national STANDARDS.

The dramatic changes towards safety of life at sea, owed primarily to the introduction of ISM Code, and increased legislation on tankers. As we all know the impetus for the ISM Code, the Herald of Free Enterprise disaster, in which around 200 people died. Enquiry into the said disaster revealed, owing to series of management failures for which IMO adopted Resolutions. A.647(16), guidelines in management of safe operations of ships and for Pollution Prevention. Classification standards evolved as a result of in-service experience, expanded research and analytical tools, continuing evolution incorporating sophisticated risk-assessment methodolog ies, into the classification rule making process. Hence, there is now a general safety culture, which did not exist before the introduction of the ISM Code, which eye browed classification societies, assuming auditing responsibilities for Safety Management Systems. It has further expanded with the introduction of ISPS (Ship & Port Security) Code. Adding to responsibili- ties, guidelines for the application of ergonomics and human factors of engineering to marine facilities and systems, which needs to be addressed:- Issues of vibration, lighting, varying temperature, noise variations-sound in the engine-room, oxygen content in working areas, morale of the working group onboard-disturbed mind-set etc. The need for an open forum to discuss, interact and analyse with the like-minded people. Make the most of your theory and practice backed rich experience in the field with an open mind, to leap ahead, which is a similar approach in the Researchers Forum, so that one could perceive each other with creativity, which would yield better results to excel, for a better tomorrow as the advent of computers, has made information to reach and receive fast, far and wide with ease.

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ONE DAY'S TOKEN STRIKE on 25th November 2005, to register protest against the lowering of PF interest rate on deposits of Seamen's Provident Fund, calling for restoration of swindled Seamen's Provident Fund money, by recouping to a tune of about Rs. 100 Crores by the Government administrative machinery, which is responsible.

We have addressed our letter reference:.FSUI/INSA/MASSA/FOSMA/206/2k5 dated 10/10/2005, addressed to all relevant authorities, bringing to their notice the circumstances that constrains us, to take this harsh step of calling a token strike on the 25th November 2005, though much against our wish, owing to the following reasons :-

1. Redemption of misappropriated Seamen's Provident Fund amount of around 100 Crores of Indian Rupees.
2. Restoration of Seamen's Provident Fund interest to national level of 9.5% from the present level of 5.5%.

We seek your kind cooperation in publicising the grave injustice caused to the Indian seamen brothers, seeking fair play and justice. It should have been our government's endeavour to primarily safeguard and protect the Indian seamen's rights and interest. Penalising the seamen by reducing the interest on seamen's Provident Fund, is not a fair solution for the loss sustained on account of the lapse of "the guardians of government administrative machinery". Why at the cost of the aggrieved seamen, for no fault of theirs? It's like, Govt. encouraging such misappropriation of funds of wilful acts, misuse of public money, causing injustice to my seamen brethren, a grave injustice.

Then Chairman, Board of Trustees of the Seamen's Provident Fund Trust and Seamen's Provident Fund Commissioner had embezzled Seamen's Provident Fund to the tune of Rs. 100 Crores with the connivance of the members of the Board of Trustees by making illegal investments of the trust fund by throwing to the winds. What was expected, is to seriously view the wrong acts, avoid reoccurrence through timely corrective measures, ensure the losses sustained are recouped back into seamen's provident fund account. Relevant authorities remained a mute spectator keeping in oblivion the yeoman's services being rendered by the seamen to the shipping industry, while seamen are helping the country to cater to its both national as well as international sea borne trade, earning the country valuable foreign exchange by sacrificing their social life as they, while on duty, have to remain away not only from their families but also from the society for months together. As is clear from the circumstances narrated above, seamen are forced to take an extreme step of proceeding on strike as they have a feeling that they are being let down badly both by the government and the shipping companies. **– Naresh Birwadkar,** Secretary - FSUI.

Bajpaee Elected by ISMA:

Rajaish Bajpaee, President and Group Managing Director of Eurasia, has been elected to serve a second two year term as President of the International Ship Managers' Association. The decision to elect him was taken unanimously at the Association's Annual General Meeting in Hong Kong, 12th October 2005. Bajpaee has been instrumental in guiding the Association to a new era of quality assessment through the ongoing development, with the ship owning and management industry at large, of a set of common industry-wide operational Key Performance Indicators (KPIs). Bajpaee said "There are presently huge gaps between the discussions and decisions made at policy making bodies and what actually goes on at sea. The practitioners' viewpoint is missing from the legislative process." KPIs remain at the top of the Association's operating agenda as the association continues its policy of highlighting the role shipmanagement practitioners must play in developing and moulding future regulation of the industry. Work is also underway to move ISMA's emphasis away from being an association representing members' interests, into becoming a bone fide trade association fully representing the needs of the global ship management sector.

Public Service Training Institutes in India go Hi-Tech:

Indian Portal on Networking Premier Training Institutes is inaugurated by Shri B. K. Chaturvedi, Cabinet Secretary, here today. This is a website specifically developed as a portal for the 21 Training Institutes of the country that will function as the virtual regional chapter of Common wealth Association for Public Administration and Management (CAPAM). CAPAM is an organization dedicated to strengthening public management and consolidating democracy and good governance throughout the Commonwealth. This portal, through its link with CAPAM, would be able to access expertise of the other national and regional networks of training institutes in the Commonwealth. The Portal is a meeting point for all those who are interested in exploring the capabilities and training services provided by these institutions. One can access the portal with simply typing-www.trgnetindia.gov.in. The home page of the Network has hyper links to all the 21 Institutions, their core competencies, their training programmes, contact persons, their phone numbers, etc.

Inaugurating the portal, Shri Chaturvedi underlined the core issues facing the bureaucracy today, especially with the changing times. The Cabinet Secretary emphasized that the perspective should also change for the civil servants. A rule of law, welfare activities are not enough – what is needed more is ' a friendly administration', Shri Chaturvedi added. He also stressed upon the need of having an 'efficient judicial system' which in turn would eventually lead to

'good governance'. He made a special mention of implementing probity in civil service.

The portal was launched as a part of two-day High Level Seminar of CAPAM on October 4-5, 2005 in the Capital. Delegates from 27 member States of the Commonwealth attended the Seminar. A host of issues like methods of delivering training courses; methodologies for designing different models; exploring avenues to integrate class - room learning with e – learning; facilitating the exercise of sharing of experiences, sharing of best practices and capitalizing on the strengths of networked institutions; forging partnerships; joint ventures and cooperation for exchange of experiences and investing in leadership training for senior executive level were deliberated upon during the Seminar.

Search and Rescue on the High Seas: A Workshop on SEARCH AND RESCUE was conducted by the Directorate General of Shipping in conjunction with the Indian Coast Guard, Chennai, **on the 16th of September, 2005, at Vels Academy of Maritime Studies.** The objective of the Workshop was to create awareness among the Shipping fraternity, on developments in the areas of Search and Rescue across the world, and particularly in India. The attendees at the workshop were Officers from various Maritime Institutes, Ship Owners, Ship Managers and Defence Forces. The Workshop was inaugurated by Dr. P. Misra, Principal Officer, Mercantile Marine Department, Directorate General of Shipping. The Chief Guest on the occasion was Commodore U.N.Chitnavis, Commander Coast Guard Region East. The Speakers were Senior Officers from the Indian Coast Guard, the Merchant Navy, ISROP Bangalore and the Mercantile Marine Department. The entire Workshop was sponsored by Vels Academy of Maritime Studies, under the Chairmanship of Dr.Ishari K. Ganesh.

When the.'Titanic' hit an iceberg at 2340 hours on the 14th of April 1912, the 'Californian' was just 20 miles away, stopped because of the ice, and her Radio officer was off watch when the distress messages were sent. Even the distress flared fired by the Titanic were not interpreted properly. She arrived on the scene only at 0730, too late to rescue any survivors. The 'Carpathia' received the distress call, traveled 58 miles, arrived on the scene at 0410, and picked up 705 survivors. Yet 1503 people lost their lives. Two years later, in 1914, the International Convention for the Safety of Life at Sea (SOLAS) was adopted, and exists to this day, though vastly changed.

India has a vast coastline of 7500 kilometres, bordering nine maritime states and four union territories. Our Search and Rescue Region (SRR) extends over six million square kilometres. Both the Arabian Sea and the Bay of Bengal which comprise our SRR, have major sea lanes across them. The Indian SRR is one of the most active regions in terms of traffic density. It is also prone to tropical cyclones. An estimated number of one lakh Merchant ships transit annually through Indian waters. India has a large number of fishing vessels, which put out to sea every day for fishing in the coastal areas and high seas. There are also hundreds of aircraft over flying Indian air space, carrying thousands of passengers. It is possible that any of these Merchant ships, Fishing vessels or Aircraft may land up in a distress situation. Someone has to reach them quickly to provide help and rescue them. Today, Maritime Search and Rescue (SAR) is an international obligation. The advent of the Global SAR concept, and the accession of the SAR 1979 Convention by India in May 2001, has provided momentum for the development of SAR facilities. The Ministry of Shipping made a resolution on 28th January, 2002, in discharge of its obligations under the SAR Convention, 1979, to set up a National SAR organization and also constitute a National SAR Board.

The National SAR Board was formed in January 2002, with Director General of the Indian Coast Guard as its Chairman. Resource agencies were the Director General of Shipping, Indian Navy, the Indian Air Force, and Director General of Civil Aviation, Central Board of Excise & Customs and State Maritime Boards.

The Coast Guard is the National Coordinator for the conduct of Maritime SAR. In order to coordinate SAR missions in an effective manner, the Indian SRR has been divided into three areas of responsibility, SRR (WEST) SRR (EAST) and SRR (A&N) each to be covered by the respective Maritime Rescue Coordination Centre (MRCC), at Mumbai, Chennai and Port Blair, under the operational control of the respective Regional Commander, who is responsible for round-the-clock manning of the MRCC to obtain real time information on SAR incidents, to analyse and react to these incidents. INDSAR, an Indian (Maritime) Search And Rescue (Computerised Ship Reporting System), developed by the Indian Coast Guard, was activated on the 1st of February 2003. The INDSAR is a voluntary Ship Reporting System used by Search and Rescue authorities to arrange for assistance to people in distress at sea. With INDSAR, rescue coordinators can identify participating ships in the area of distress and divert best suited ships to the scene. **It also limits the time lost in the Search and Rescue operation.** INDSAR inspires faith among Mariners as they know that somebody is watching over them all the time. – **Capt.K.Vivekanand,** *Director-Vels Academy of Maritime Studies*

ISLEREP is an Island Reporting System, an integral sub-system of INDSAR, applicable to all vessels operating within 20 nautical miles of Andaman & Nicobar Islands, and Lakshadweep & Minicoy Islands, to monitor vessel movement and facilitate Search and Rescue. As part of the Satellite aided Search and Rescue system, India is the only country in the world, apart from the USA, to incorporate its own INSAT 2A and INSAT 2B Satellites as a component for Search and Rescue. INSAT 3A and 3D will also have an SAR payload designed and developed by ISRO. Position accuracy for SAR response using a 406 MHz Beacon with GPS is an area of 30-metres radius. The mandatory commissioning of the Automatic Identification System (AIS) from 31st December 2004 on board ships, enables quick identification of vessels in the vicinity

for SAR obligation, and enables rapid location of stricken vessels.We can be certain that no distress calls from the Indian Search and Rescue Region shall ever go unanswered.

In case of an emergency, seek help while in Indian waters / Indian EEZ, Contact: INDIAN COAST GUARD (Dial City Code) followed by 1718.

Building boom threat to Middle East shiprepair yards, warns Asry: FEARS that the Middle East may be building in serious large ship repair overcapacity within five years have been flushed out by one of the region's largest ship repairers.

New floating dock for Qatar: QATAR Navigation has taken regional ship repairers by surprise in revealing short-term plans to take delivery of a second floating dock.

Brussels seeks reaction on CMA CGM purchase: FRENCH liner giant CMA CGM could be forced to sell off some services if the European Commission receives any complaints about the takeover of Delmas.

Consortium heralds joint investment: JOINT investment in more dedicated terminals and an expanded feeder network are on the agenda for one of the world's biggest container shipping consortia.

Major players lobby IMO for action on Somalia piracy: TOP shipping organisations have written collectively to the head of the International Maritime Organization calling for naval intervention in piracy-plagued Somalia.

Lamoureux gets chop as Brussels rethinks policies: FRANCOIS Lamoureux, director general in the European Commission's Transport Ministry, has been ousted from his job and is expected to leave the commission at the end of the year.

Lloyd's wins go-ahead to set up reinsurance operation in China: LLOYD'S has been given the green light to establish an on-shore reinsurance operation in China, and opened its own doors more widely to Chinese interests.

How the Holyhead and Pequot came together: INVESTIGATIONS into a collision involving AP MØller-Maersk Group's LPG carrier Maersk Holyhead have yet to reveal the causes of the accident, although remarkable photographs taken from the bridge of the bulker Pequot may shed some light.

IMO to be exiled to Victoria as Albert Embankment gets upgrade: THE International Maritime Organization will be forced temporarily to leave its headquarters in London's Albert Embankment next year, as the building undergoes the first of two £25m ($43.6m) refits.

Inspectors 'turn blind eye' to substandard ships in Europe: OVERWORKED port state control officials in Europe are turning a blind eye to a section of the operational fleet known to be substandard, a leading tanker manager has alleged.

GO Carriers flirts with bulk: Global Oceanic Carriers, the only pure shipping company listed on a London stock market, looks set to expand its fleet of bulk carriers.

Your chance to have a voice in celebrating the industry's best: NOMINATIONS have now opened for the Lloyd's List Awards 2006, a gala evening to celebrate the brightest and best of the global shipping industry.

Macquarie in the frame as PD Ports confirms bid talk: SHARES in PD Ports raced ahead after the UK terminal operator, which owns Teesport, disclosed it had received a takeover approach.

DrKW upgrades ABP shares to 'buy' status: Shares in Associated British Ports have been upgraded from a "hold" to a "buy" by investment bank Dresdner Kleinwort Wasserstein, which believes the group is moving into a period of sharply higher profit growth.

P&I clubs look high and low on renewals: TWO giant mutuals have opened the batting for the 2006 shipowners' P&I season with quite different offerings.

Tui shareholders back CP Ships merger with Hapag-Lloyd: TUI's takeover bid for CP Ships has met the necessary acceptances from shareholders with 84m shares, representing 89.1% of the total, offered for sale, the German group said

Branson signals cruise venture: SIR Richard Branson plans to "do to cruising what he has done to the airline business". The British entrepreneur is to unveil results of talks with Miami executives about "alliances" with US cruise entities in three to four months.

Teekay Corp to decamp Canadian ship teams: Vancouver-based Teekay Shipping Corp is making plans to relocate three of its ship teams, presently based in its head office, to Singapore, Houston and Glasgow.

Reliance plans to spend $1bn in 25 ship spree: Mukesh Ambani-controlled Reliance Industries is to spend Rs. 50bn ($1.11bn) to acquire 25 ships, a combination of chemical tankers, crude oil carriers, gas carriers and product tankers.

India to Build Own LNG Fleet:

Despite some delays, the Indian shipping industry appears to be finally gearing up to develop an LNG (liquefied natural gas) fleet. With India emerging as a major importer of the gas, even the Ministry of Shipping has asked Indian ship-owners in no uncertain terms to take the initiative to develop an LNG fleet, according to a report on - www.thehindubusinessline.com It is estimated that by 2012 India's LNG imports will almost equal Japan's current LNG imports of 60 million tons per annum. And to transport this quantity, the country will need about 25 LNG vessels by 2012 and 34 by 2025. Indian ship-owners are realizing the need to build up an LNG fleet. "Japan transported about 43 perent of its total LNG import of 59.1 million tonnes in 2003 on Japanese owned and controlled ships. Similarly, Korea transported about 61 per cent of its LNG imports of 19.3 million tonnes during that period on Korean controlled ships. In the combined import of Japan and Korea, third party owned ships participation was only 8.3 per cent," points out the Indian National Shipowners Association (INSA) President, Mr Yudhishthir Khatau, according to the published report. Understandably, this kind of LNG fleet development will mean significant value addition to the economy. According to a recent study by TERI, on an average, the value added by the shipping industry to the economy per unit of Gross Registered Tonnage (GRT) acquired is Rs 2,211. This would mean that if India acquires an LNG fleet of 25 vessels by 2012 there would be a value addition to the economy of Rs 519.60 crore (assuming that one LNG ship is 1,38,000 or 94,000 GRT). Similarly, an LNG fleet of 34 ships would mean a value addition of Rs 704.6 crore to the economy. The development of an Indian-flagged LNG fleet can also have a multiplier effect on the country's tonnage. It has been estimated that the total profit of a typical three-year-old LNG vessel at the current pricing structure for the remaining 27 years (assuming a vessel's economic life is 30 years) will be in the region of $281.3 million. *(Source: The Hindu Business Line)*

Maritime Security: More Work to be Done:

Global maritime anti-terror laws introduced last year have broadly enhanced sea security, but many challenges lie ahead, a principal architect of the measures said in an interview, according to a Reuters report posted on www.btimes.com. James F. Wall, until 2004 chair of the UN International Maritime Organisation's (IMO) security arm responsible for drawing up the law, said merchant ships were generally more secure than the ports which still need more security. The International Ship and Port Security (ISPS) code, drawn up in the aftermath of the September 11 attacks in the US, has been described as the toughest the industry has faced since World War II.

Talisman poised to take over North Sea explorer Paladin:

IN WHAT is set to be the latest of a series of takeovers of independent oil and gas companies, Talisman Energy has agreed terms of a recommended cash offer for all of British oil and gas producer Paladin Resources' share capital.

General Maritime praised for single-hull tanker sell-off:

GENERAL Maritime was adding up praise from friend and foe in addition to a $109m book gain as it confirmed the $294.5m sale of 10 single-hulled and double-sided tankers to Tanker Pacific.

Malarde, champion of Erika victims, is ejected from IOPC Fund meeting:

TO REVISE or not to revise was the question on everyone's lips as International Oil Pollution Compensation Fund meetings continued yesterday on the future revision of the Civil Liability and Fund Conventions which govern compensation for oil pollution incidents.

Samsung shares suffer LNG jitters:

SAMSUNG Heavy Industries' share price took another beating yesterday, sliding 3.6% as concerns over a shipboard liquefied natural gas containment system leak refused to blow over.

Minister lobbied on regeneration potential of Harwich deepsea terminal:

THE UK government is coming under renewed pressure to give consent for a deepsea container terminal in Harwich, with more than 200 members of parliament invited to a reception yesterday to hear the case for the new facility.

Jan de Nul beats rivals to take Jebel Ali Port prize:

BELGIAN dredging and civil engineering group Jan de Nul beat half a dozen competitors to win a Dirham1.85bn ($500m) contract to construct a second container dock at Jebel Ali Port in Dubai.

End to deadlock sought on pollution compensation fund:

BATTLE will once more be joined at the International Pollution Compensation Fund Assembly this week as country delegations try to break the deadlock on whether or not to revise the Civil Liability and Fund conventions covering oil spill compensation.

IMO member nations bury differences to pass updated anti-terror treaties:

INTERNATIONAL Maritime Organization delegations have reached agreement on updating treaties dealing with the suppression of unlawful acts against ships and offshore installations.

PNTL places order for £30m nuclear carrier with Mitsui :

PACIFIC Nuclear Transport, a subsidiary of privatisation candidate British Nuclear Group, has ordered a new nuclear carrier from Mitsui Engineering of Japan.

Brussels heads for new clash over liability rules for owners:

A NEW clash between Brussels and shipowners looks inevitable after confirmation that legislation on owner liability will be proposed by the

European Union next month.

EU flags and class get EMSA safety nod: MALTA and Cyprus and classification societies have been given a pat on the back by the executive director of the European Maritime Safety Agency, Willem de Ruiter.

Oil spill payout pact welcomed: SHIPPING has welcomed an end to uncertainty on the future of compensation for the victims of oil spills.

IACS olive branch proves to be insufficient for Greek owners: GREEK-led demands for significantly greater corrosion margins to beef up proposed common structural rules for the next generation of tankers and bulkers have been partly accommodated by classification societies during two days of talks in Piraeus.

Tui sets cruise targets for Hapag-Lloyd: Germany's Tui is set to expand its cruise division, Hapag-Lloyd Kreuzfahrten,in a strategy U-turn.

New green rules on cards under EU 'strategy': EUROPEAN Union environment commissioner Stavros Dimas hinted at new legislation for maritime industries yesterday during the launch of his "marine environment strategy".

IMB calls for help as pirates strike again off Somalia: THREE ships have been seized by pirates off the Somali coast in recent days as hijackers extended their attacks to vessels way out at sea.

Aker Finnyards to shed 165 jobs: NORWEGIAN group Aker Yards will axe 165 jobs in Helsinki following its decision to limit work at the former Masa-Yards site to ferry construction.

Buzzard boost for UK Continental Shelf in 2007/08: WITH more new oilfield developments on the UK Continental Shelf, the British government is becoming more confident that production levels will rise in 2007.

Question of sovereignty that puts issue of Cyprus, Turkey and EU in the spotlight: THE rule of law in international maritime affairs should be respected, even by Turkey. I refer to the article headed Ports deadlock remains despite Turkey's EU talks (Lloyd's List, October 12), and I wish to draw your attention to the pertinent facts of the matter which may have escaped the attention of the author, thus leading to a number of inaccuracies cropping up in the article.

Cargo delays grow as ICSoffers 'interim solution': Australian Customs clearances of import cargo have improved, "but not nearly fast enough" to deal with the backlog created after the introduction of the electronic Integrated Cargo System, said ICS user representative Paul Zalai, reports Lloyd's List DCN in Australia .

IACS olive branch proves to be insufficient for Greek owners: GREEK-led demands for significantly greater corrosion margins to beef up proposed common structural rules for the next generation of tankers and bulkers have been partly accommodated by classification societies during two days of talks in Piraeus.

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IMO member nations bury differences to pass updated anti-terror treaties: INTERNATIONAL Maritime Organization delegations have reached agreement on updating treaties dealing with the suppression of unlawful acts against ships and offshore installations.

Panama starts $1bn race for megaport: THE Panamanian government has opened the race to build a 6m teu megaport on the Pacific coast of Panama by inviting letters of interest for the $1bn project.

Shipping Ministry steers for an India-owned LNG fleet: With LNG imports set to increase dramatically in the next few years, Indian ship-owners are realising the need to swiftly build up a fleet of LNG carrying vessels.Despite some delays, the Indian shipping industry appears to be finally gearing up to develop an LNG (liquefied natural gas) fleet. With India emerging as a major importer of the gas, even the Ministry of Shipping has asked Indian ship-owners in no uncertain terms to take the initiative to develop an LNG fleet. It is estimated that by 2012 India's LNG imports will almost equal Japan's current LNG imports of 60 million tonnes per annum. And to transport this quantit, the country will need about 25 LNG vessels by 2012 and 34 by 2025. Indian ship-owners are realising the need to build up an LNG fleet. "Japan transported about 43 per cent of its total LNG import of 59.1 million tonnes

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in 2003 on Japanese owned and controlled ships. Similarly, Korea transported about 61 per cent of its LNG imports of 19.3 million tonnes during that period on Korean controlled ships. In the combined import of Japan and Korea, third party owned ships participation was only 8.3 per cent," points out the Indian National Shipowners Association (INSA) President, Mr Yudhishthir Khatau. Though the first commercial LNG movement from Algeria to the UK took place in 1964, India started importing this fuel only from 2004. Today, Indonesia, Algeria, Malaysia and Qatar have emerged as the major LNG exporting countries, and Japan and Korea the big importers. While 176 LNG ships now transport the fuel from various sources across the world, the global fleet will expand by another 111 vessels in the next four years. "Clearly, the trend is towards larger cargo carrying capacity for economies of scale, less energy consumption, new fuel-efficient propulsion systems and declining ship costs," said Mr Khatau, managing director, Varun Shipping, at a presentation at the recent International Maritime Expo in Mumbai. In the Indian context, the country has two LNG vessels of 1.38 lakh cubic metre capacity, which are owned by SCI and flagged at Malta.

The first LNG import terminal was set up at Dahej by Petronet with a 5 million-tonne capacity, and was followed by a second terminal at Hazira, with 2.5 million tonne capacity. It is estimated that India's requirement of natural gas, as per the Hydrocarbon Vision, will balloon to 313 million metric standard cubic metres per day (MMSCMD) by 2012 and 391 MMSCMD by 2025, while the estimated domestic gas availability will be 90 MMSCMD by 2025. In other words, the estimated natural gas deficit to be met by imports will rise to 223 MMSCMD by 2012 and 301 MMSCMD by 2025. In terms of tonnage, India is likely to import 62 million tonnes by 2012 (Japan's present import level) and 84 million tones by 2025. "To handle this quantity of imports, India will require 25 LNG vessels by 2012 and 34 vessels by 2025, assuming that one vessel can transport 2.5 million tones per annum," according to Mr Khatau. Understandably, this kind of

LNG fleet development will mean significant value addition to the economy. According to a recent study by TERI, on an average, the value added by the shipping industry to the economy per unit of Gross Registered Tonnage (GRT) acquired is Rs 2,211. This would mean that if India acquires an LNG fleet of 25 vessels by 2012 there would be a value addition to the economy of Rs 519.60 crore (assuming that one LNG ship is 1,38,000 or 94,000 GRT). Similarly, an LNG fleet of 34 ships would mean a value addition of Rs 704.6 crore to the economy.

The development of an Indian-flagged LNG fleet can also have a multiplier effect on the country's tonnage. It has been estimated that the total profit of a typical three-year-old LNG vessel at the current pricing structure for the remaining 27 years (assuming a vessel's economic life is 30 years) will be in the region of $281.3 million. As per the Tonnage Tax Reserve Clause, shipping companies will have to earmark 20 per cent of these profits for the fund meant for ship acquisition. Thus, 20 per cent of the profit on an LNG vessel for 27 years will amount to about $56.3 million, or $16.6 million over a period of eight years.Considering this as 25 per cent equity, a 75 per cent debt of about $50 million can be raised. And this amount can be used to buy a second-hand VLCC (very large crude carrier). "This means every eight years, a VLCC of 1.5 lakh GRT can be added to the Indian fleet for every one LNG carrier owned under Indian flag," points out Mr Khatau. Little wonder that the Ministry of Shipping is keen that the industry takes up quickly the already-delayed initiative to start building an LNG fleet of its own.

Central Information Commission Constituted: In pursuance of Section 12 of the Right to Information Act, 2005 (22 of 2005), the Central Government has constituted the Central Information Commission consisting of the following:-

1. Shri Wajahat Habibullah - Chief Information Commissioner

2. Shri A.N. Tiwari - Information Commissioner

3. Shri O.P. Kejariwal - Information Commissioner

4. Shri M.M. Ansari - Information Commissioner

5. Smt. Padma Balasubramanian - Information Commissioner

Office of the Central Information Commission is located at**:-**Block No.4, (5th Floor),Old JNU Campus, New Delhi – 110 067.

Chief Engineer Indicted for Obstruction of Justice:

An Indian national working as the Chief Engineer on the container ship M/V MSC Elena was indicted late yesterday by a federal Grand Jury and charged with conspiracy, obstruction, destruction of evidence, false statements and violation of the Act to Prevent Pollution from Ships in connection with the use of a secretly concealed "magic pipe" used to discharge sludge and oil contaminated waste overboard. Michael J. Sullivan, the U.S. Attorney for the District of Massachusetts; Kelly A. Johnson, Acting Assistant Attorney General of the Department of Justice's Environment and Natural Resources Division; and William Schenkelberg, Special Agent in Charge of the Northeast Region of the U.S. Coast Guard Investigative Service, announced the Grand Jury's Indictment of MANI SINGH, age 57, of India. According to the Indictment, bypass equipment, referred to as the "magic pipe" was used to circumvent required pollution prevention equipment. This bypass equipment was discovered by the U.S. Coast Guard during an inspection of the vessel in Boston Harbor on May 16, 2005. Chief Engineer Singh is charged in the indictment with making false statements to the Coast Guard denying knowledge about the existence and use of the bypass equipment, with obstructing justice by directing subordinates to lie to the Coast Guard,

with concealing evidence, and with concealing the discharges in a falsified Oil Record Book, a required log in which all overboard discharges must be recorded. The Indictment further alleges that after the Coast Guard found bypass equipment hidden in a void space, SINGH directed that a printout from the ship's computer and a rough log of actual tank volumes be concealed in an effort to cover up the falsification of ship records. It is alleged that the Coast Guard inspectors were presented with fictitious logs containing false entries claiming the use of the Oil Water Separator and omitting any reference to dumping overboard using the bypass equipment. According to the Indictment, SINGH was the Chief Engineer on the MSC Elena, a Panamanian registered 30,971 ton container ship operated by MSC Ship Management (Hong Kong) Limited. The MSC Elena made regular voyages from ports in Europe across the Atlantic to ports in the United States, including Boston. Engine room operations on board large oceangoing vessels such as the MSC Elena generate large amounts of waste oil. International and U.S. law prohibit the discharge of waste oil without treatment by an Oil Water Separator - a required pollution prevention device. The regime also requires all overboard discharges be recorded in an Oil Record Book, a required log which is regularly inspected by the Coast Guard. The waste oil may be burned on board through the use of an incinerator or offloaded onto barges or shore side facilities for disposal. According to the Indictment, upon his taking over responsibility as Chief Engineer in March 2005, SINGH asked to be informed of the "magic pipe" arrangement on the MSC Elena and, once informed, directed that it be used to discharge waste overboard. It is alleged that both sludge and oil contaminated bilge waste were discharged overboard through the bypass equipment and without the use of the Oil Water Separator. If convicted, SINGH faces a maximum sentence of 5 years in prison on the Conspiracy charge, 5 years in prison on the Obstruction charge, 5 years in prison on the False Statements charge, 20 years in prison on the Destruction of Evidence charge, and 5 years in prison on the violation of the Act to Prevent Pollution from Ships. The investigation is continuing. This investigation was conducted by the New England Regional Office of the Coast Guard Investigative Service with assistance from the U.S. Coast Guard Sector Boston.

Marshall Islands guns for Liberia's second spot flag status: THE Marshall Islands will overtake Liberia to become the world's second largest flag state by 2010, according to the head of International Registries, which administers the Marshall Islands flag.

Braemar's Marsh embraces tanker boom: UK shipbroking and consultancy group Braemar Seascope produced a bumper set of interim results yesterday and predicted strong tanker trades for years to come.

Two Ships Feared Hijacked : Pirates may have seized an oil tanker and another ship carrying food to Somalia at the weekend in the latest of a series of hijackings off the lawless Horn of Africa nation, Reuters reported.. An official told Reuters he was informed of the possible hijacking by colleagues in Dubai where both ships — one laden with oil, the other with food — had embarked on their trips. Details were vague, and it is uncertain how many crew members were on board the boats. The Indian Ocean waters off Somalia are among the most dangerous in the world, with an epidemic of attacks and hijackings in recent months.

EC: Keeping Europe's Waters Clean: The European Commission proposed an ambitious strategy to protect Europe's marine environment. The Thematic Strategy on the Protection and Conservation of the Marine Environment aims to ensure that all EU marine waters are environmentally healthy by 2021 - thereby protecting this precious asset which is the resource base upon which marine-related economic and social activities depend. This is the second Thematic Strategy that the Commission adopts following the provisions of the 6th Environmental Action programme. It will be a key component of the future Maritime Policy which will be proposed by the Commission in 2006. Environment Commissioner Stavros Dimas said: "Europe's seas and oceans make a huge contribution to our quality of life and our economic prosperity, but they are deteriorating because of over-exploitation, pollution, climate change and a range of other factors. This is an area where there is a strong need for a European overarching and integrated approach. We want to ensure that European citizens today and in the future are able to benefit from seas and oceans that are safe, clean, healthy and rich in nature". A new Strategy for the marine environment. Today we are witnessing a considerable loss of marine biodiversity due to contamination by dangerous substances, excess nutrients, the impact of commercial fishing or effects of climate change – to name just a few threats. The evidence of the deterioration of the marine environment continues to accumulate, pointing to potentially irreversible changes – as illustrated by the poor state of certain fish stocks in Europe or the effects of eutrophication on the marine ecology of the Baltic Sea.

The current deterioration of the marine environment and the associated erosion of its ecological capital, jeopardises the generation of wealth and employment opportunities derived from Europe's oceans and seas, e.g. fisheries and tourism. To turn this situation around the Commission has developed an integrated policy framework to help deal with the pressures and negative impacts on the marine environment. It lays down clear and operational guidelines on how to achieve good environmental status for all of the EU's marine areas by 2021. The strategy is set out in a Communication, accompanied by a proposal for a Directive and the analysis underpinning the development of the strategy is contained in an accompanying Impact Assessment. The strategy will build upon what has been achieved so far at all levels of governance to protect Europe's seas. Marine regions EU Member States share responsibility for a number of

(Contd. on page 12)

ACADEMY OF MARITIME EDUCATION AND TRAINING

COURSE SCHEDULE

FROM JULY 2005 TO DECEMBER 2005

1. ALL CANDIDATES MUST PRODUCE A MEDICAL CERTIFICATE VIDE MEDICAL EXAMINATION (SEAFARERS) CONVENTION 73 UNDER ILO CONVENTION 147, IN THE ORIGINAL PLUS ONE COPY. ORIGINAL WILL BE SIGHTED, COPY WILL BE RETAINED
2. ONE COPY OF COC / COP IS REQUIRED.
3. PASSPORT SIZE PHOTOGRAPHS REQUIRED : TWO FOR GMDSS (U.K), THREE FOR GMDSS (IND) AND ONE FOR ALL OTHER STCW COURSES
4. BOOKING WILL BE MADE ONLY ON PAYMENT OF FEES. DEMAND DRAFT MAY BE SENT IN FAVOUR OF DIRECTOR, AMET, PAYABLE AT CHENNAI. CHEQUES NOT ACCEPTED. CASH ACCEPTED.
5. BOILER SUIT (OVERALL) IS REQUIRED FOR PSC&RB, PST AND FPFF COURSES.

For further details contact : CAPT. JACOB ABRAHAM, DIRECTOR

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TEL : 91-44-26161138, 26161180
FAX : [illegible]
WEBSITE: www.ametindia.com

P.T.O./..

S.NO	ACADEMIC COURSES & DURATION	DETAILS OF COURSE
1.	B. E. MARINE ENGINEERING COURSE (DGS APPROVED) 4 yrs	IN COLLABORATION WITH BIRLA INSTITUTE OF TECHNOLOGY, RANCHI. COURSE COMMENCES IN MID-AUGUST EVERY YEAR
2.	B.Sc. NAUTICAL SCIENCE COURSE (DGS APPROVED) 3 yrs	IN COLLABORATION WITH . BIRLA INSTITUTE OF TECHNOLOGY, RANCHI. COURSE COMMENCES IN MID-AUGUST EVERY YEAR
3.	GRADUATE MECHANICAL ENGINEER COURSE (DGS APPROVED) 1 yr	COURSE COMMENCES IN OCTOBER EVERY YEAR FOR B.E. MECHANICAL ENGINEERING GRADUATES / NAVAL ARCH.
	HIGHER NATIONAL DIPLOMA (HND) IN	IN COLLABORATION WITH GLASGOW COLLEGE OF NAUTICAL STUDIES, U.K.
4. 5.	MARINE ENGINEERING (UK) 2 yrs NAUTICAL SCIENCE (UK) 2 yrs	COURSES COMMENCE IN MID – SEPTEMBER EVERY YEAR, BOTH FOR ENGINE CADETS AND DECK CADETS.
6	M. B.A. IN SHIPPING AND PORT MANAGEMENT FULL TIME MBA PROGRAMME 2 yrs	IN COLLABORATION WITH BIRLA INSTITUTE OF TECHNOLOGY, RANCHI. COURSE COMMENCES IN AUGUST EVERY YEAR.
7	ELECTRO-TECHNICAL OFFICERS COURSE (ETO) 6 mths	IN COLLABORATION WITH INDIAN INSTITUTE OF TECHNOLOGY (IIT) MADRAS
8.	DIPLOMA IN SHIPPING COURSE PART TIME (EVENING) 6 mths	COVERING A NEED BASED AND EXTENSIVE SYLLABUS DESIGNED BY EXPERTS OFFERING EXCELLENT OPPORTUNITY TO ACQUIRE / ENHANCE SHIPPING KNOWLEDGE FOR EMPLOYMENT IN THE SHIPPING INDUSTRY.
9.	CERTIFICATE PROGRAMMES 3 mths • LINER TRADE, MULTI-MODAL TRANSPORT AND LOGISTICS • CLEARING, FORWARDING AND DOCUMENTATION • SHIP BROKING AND CHARTERING • SHIP AGENCY & PORT AGENCY AND STEVEDORING	TO ENABLE AND GET THE SUITABLE EMPLOYMENT IN SHIPPING COMPANIES AND SHIPPING OFFICES ASHORE. COMMENCEMENT DATES WILL BE ANNOUNCED.
10.	• DIPLOMA IN MARITIME STUDIES (DMS) • DIPLOMA IN NAUTICAL SCIENCE (DNS) • DIPLOMA IN SHIPPING & MARITIME TRANSPORTATION (DSMT)	IN COLLABORATION WITH SINGAPORE MARITIME ACADEMY (SMA). DURATION AND COMMENCEMENT DETAILS WILL BE ANNOUNCED SHORTLY.

S T C W

	STCW COURSES - DURATION	COURSE DATES			FEES	
					NON-RES	RES.
11.	GMDSS (DGS APPROVED) 16 days	27 / 06 – 13 / 07 25 / 07 – 10 / 08	29 / 08 – 14 / 09 03 / 10 – 19 / 10	07 / 11 – 23 / 11 28 / 11 – 14 / 12	RS.10,000	Rs.12,000
12.	GMDSS (MCA, UK APPROVED) 12 days	11 / 07 – 22 / 07 08 / 08 – 20 / 08	12 / 09 – 22 / 09 17 / 10 – 28 / 10	21 / 11 – 01 / 12 12 / 12 – 23 / 12	Rs.17,000	Rs.19,000
13.	SPECIALISED TANKER SAFETY COURSE (DGS APPROVED) 11 days	04 / 07 – 15 / 07 01 / 08 – 12 / 08	05 / 09 – 16 / 09 03 / 10 – 14 / 10	01 / 11 – 12 / 11 05 / 12 – 16 / 12	Rs.5,000	Rs.6,800
14.	SPECIALISED TANKER SAFETY UPGRADATION COUSE (DGS APPROVED) 2 days	25 / 07 – 26 / 07 22 / 08 – 23 / 08	26 / 09 – 27 / 09 24 / 10 – 25 / 10	21 / 11 – 22 / 11 26 / 12 – 27 / 12	Rs.1,200	Rs.1,500
15.	PROFICIENCY IN SURVIVAL CRAFT AND RESCUE BOATS (DGS APPROVED) 5 days	12 / 07 – 16 / 07 05 / 08 – 09 / 08	12 / 09 – 16 / 09 10 / 10 – 14 / 10	07 / 11 – 11 / 11 12 / 12 – 16 / 12	Rs.3,600	Rs.4,350
16.	OIL TANKER FAMILIARISATION COURSE (DGS APPROVED) (OTFC) 5 days	18 / 07 – 22 / 07 19 / 08 – 23 / 08	19 / 09 – 23 / 09 17 / 10 – 21 / 10	14 / 11 – 18 / 11 19 / 12 – 23 / 12	Rs.2,500	Rs.3,250
17.	MEDICARE COURSE (DGS APPROVED) 10 days	18 / 07 – 28 / 07	19 / 09 – 29 / 09	14 / 11 – 24 / 11	Rs.5,000	Rs.6,650
18.	MEDICAL FIRST AID COURSE (DGS APPROVED) (MFAC) 4 days	16 / 08 – 19 / 08	17 / 10 – 20 / 10	19 / 12 – 22 / 12	Rs.2,500	Rs.3,100
19.	FIRE PREVENTION AND FIRE FIGHTING COURSE (DGS APPROVED) (FPFF) 3 days	04 / 07 – 06 / 07 18 / 07 – 20 / 07 01 / 08 – 03 / 08 15 / 08 – 17 / 08	05 / 09 – 07 / 09 19 / 09 – 21 / 09 03 / 10 – 05 / 10 17 / 10 – 19 / 10	07 / 11 – 09 / 11 21 / 11 – 23 / 11 05 / 12 – 07 / 12 19 / 12 – 21 / 12	Rs.1,850	Rs.2,300
20.	PERSONAL SURVIVAL TECHNIQUES COURSE (DGS APPROVED) (PST) 3 days	07 / 07 – 09 / 07 21 / 07 – 23 / 07 04 / 08 – 06 / 08 18 / 08 – 20 / 08	08 / 09 – 10 / 09 22 / 09 – 24 / 09 06 / 10 – 08 / 10 20 / 10 – 22 / 10	10/ 11 – 12 / 11 24/ 11 – 26 / 11 08 / 12 – 10 / 12 22 / 12 – 24 / 12	Rs.1,500	Rs.1,950
21.	PERSONAL SAFETY AND SOCIAL RESPONSIBILITIES COURSE (DGS APPROVED) (PSSR) 3 days	11 / 07 – 13 / 07 25 / 07 – 27 / 07 08 / 08 – 10 / 08 22 / 08 – 24 / 08	12 / 09 – 14 / 09 26 / 09 – 28 / 09 10 / 10 – 12 / 10 24 / 10 – 26 / 10	14 / 11 – 16 / 11 28 / 11 – 30 / 11 12 / 12 – 14 / 12 26 / 12 – 28 / 12	Rs.1,000	Rs.1,450
22.	ELEMENTARY FIRST AID COURSE (DGS APPROVED) (EFA) 2 days	14 / 07 – 15 / 07 28 / 07 – 29 / 07 11 / 08 – 12 / 08 25 / 08 – 26 / 08	15 / 09 – 16 / 09 29 / 09 – 30 / 09 14 / 10 – 15 / 10 27 / 10 – 28 / 10	17 / 11 – 18 / 11 01 / 12 – 03 / 12 15 / 12 – 16 / 12 29 / 12 – 30 / 12	Rs.625	Rs.925

(contd. from page 10)

different marine areas, each of which has its own distinctive environmental characteristics (the Baltic Sea, the North-East Atlantic, the Mediterranean). To take account of regional differences the Commission proposal sets out common objectives and methods - but these are to be implemented at the level of marine regions. This means that the Member States sharing a marine area will be responsible for working in close cooperation to develop plans designed to ensure good environmental status in their respective marine waters. These plans are to include a detailed assessment of the state of the environment, defining what achieving good environmental status means in the context of each regional sea. They will also contain clear environmental targets and monitoring programmes. No specific management measures will be set down at EU level, but plans must be checked and approved by the Commission.

EU Member States share marine areas with non EU countries and an important part of achieving good environmental status will involve close co-operation with these third countries. Member States will be encouraged to work within the framework of existing regional seas conventions[1] which have extensive expertise in protecting the marine environment. Each Member State will draw up a programme of cost-effective measures aimed at delivering good environmental status of the marine environment. Impact assessments, including detailed cost-benefit analyses of the measures proposed, will be required prior to the introduction of any new measure. The national programmes will need approval by the Commission.

Thematic Strategies: The marine Strategy is one of seven Thematic Strategies the Commission is required to propose under the EU's Sixth Environmental Action Programme (6EAP). The other Strategies will cover air pollution, waste prevention and recycling, sustainable use of resources, soils, pesticides and the urban environment. The air pollution Strategy was presented on 21 Sept. 2005.

MAN B&W Gets Chinese Training Vessel Contract:

MAN B&W Diesel A/S, Denmark, has been awarded the contract to supply a complete propulsion package, including computer-controlled surveillance, for Dalian Maritime University's new 2250-ton ocean-going training ship. As the largest maritime university in China, Dalian Maritime University (DMU) enjoys a high reputation internationally as a center of excellence for maritime education and training. The DMU is made up of 12 colleges and 4 departments and has approximately 15,000 students. Since 1953, DMU has trained over 40,000 highly competent personnel, the majority of whom have become the backbone of the navigation sector. Sales Manager, Zhang Lei, from MAN B&W Diesel China explains: "The DMU training ship project was started some years ago, with the aim of training the next generation of seafarers. To integrate theory with practice, students will be trained on the ship for about 2 months after 2 year's theoretical education in the classroom and will be trained on the ship for another 4 months before they graduate." The solution chosen for the propulsion plant is a package that includes an MAN B&W Diesel 6S35MC engine, controlled by an MAN B&W Diesel Alphatronic 2000 control system. This widely respected main engine design will be the principal source of power for the MAN B&W Diesel controllable pitch (CP) propeller and shaft generator. Professor Dong from the DMU states, "As a world renowned maritime university, this is the first time DMU has built a pure training vessel for training crew and scientists. It was important, therefore, that the equipment selected should represent the very latest technology, with a high degree of acceptance in the market." The 6S35MC main engine in the DMU training vessel will be provided with a PTO power take off (tunnel gear) to drive a shaft generator. To further facilitate the operation of the ship, it will be equipped with a CP propeller that runs at a constant rate of revolutions.

Alpha Lubricators: For optimal cylinder lubrication, the engine is equipped with MAN B&W Diesel's electronically controlled Alpha Lubricators. This system supplies the optimal solution, not only in terms of savings in lube oil costs, but also considers environmental aspects as it has a positive impact on emissions. The Alpha Lubricators and Alphatronic 2000 control system gives the opportunity for engineers to learn about the management and control of the vessel's electronic equipment.

Defence R&D Canada (DRDC) has recently led an international surveillance trial off the coast of Nova Scotia. The purpose of the Maritime Sensor Integration Experiment (MARSIE) was to collect data from multiple existing and experimental sensors that could be used to contribute to the surveillance of Canada's coastlines. This was one of the largest surveillance trials ever carried out in Canada. Several departments and agencies with responsibilities for marine security for the Government of Canada, the United States and the United Kingdom were involved in tracking a barrel representing contraband as it traveled from Liverpool (U.K.) to Chedabucto Bay, Nova Scotia (Canada).

In the trial, the "contraband" was placed on a container ship that left Liverpool and travelled across the Atlantic Ocean. It was dumped off the coast of Newfoundland where it was collected by a fishing trawler. The trawler then transported the "contraband" to Nova Scotia and handed it off to a smaller, shore-bound craft in Chedabucto Bay. The exercise was carried out three times while being observed by a multitude of land-based surveillance sensors, several marine vessels and patrol aircraft, including an experimental uninhabited aircraft vehicle (UAV).

One of the elements of the surveillance system - the Stealth Buoy is intended to allow the deployment of an active/ passive acoustics capability in littoral

waters well in advance of intended operations. The buoy is designed to sink and lie on the ocean bottom until a preset time, or until a "tripwire" event occurs at which time the buoy becomes positively buoyant and rises to the surface. Besides the capability of variable buoyancy, the buoy has a GPS to calculate its exact position, an IRIDIUM satellite modem to send data and to accept taskings from a remote controller, as well as a suite of acoustics and non-acoustics sensors. It can be used in an extensive range of applications from playing a role in a multi-static sonar scenario, to long term monitoring for marine mammals or specific types of surface traffic. The buoy is designed to have a life of weeks or even months, and can complete many cycles of bottom-to-surface activity.The other element – the SLOCUM Glider is a self-propelled underwater gliding vehicle designed by the Webb Research Corporation of Falmouth (Massachusetts). It can support a wide range of acoustics and non-acoustics sensors, and can carry out volume surveillance in littoral waters for up to two months between battery changes; during this period it can travel up to 2,000 km. The glider has been fitted with both IRIDIUM satellite modem, and with a Benthos underwater acoustics modem. The SLOCUM glider is well suited to act as a "gateway" between submerged surveillance systems and a satellite link to a distant controller, to carry out reconnaissance in advance of fleet operations or, as a "pack" of gliders, to conduct long term area surveillance, such as might be needed on one of the fishing banks. More details can be found on the Underwater Sensing and Countermeasures fact sheet

Cost Effective Oily Water Separators.

UK-based Victor Marine has launched a new range of Oily Water Separators, which fully comply with the IMO MEPC 107/49 regulations that came into effect in January 2005. The latest marine bilge water separator developed by the company is the Victor MiniSep CS Series, designed to complement the VM Series that was launched by Victor Marine earlier this year. According to the company, the CS Series represents a new alternative for the cost-conscious buyer as this separator accomplishes the same tasks as the VM series, while reducing costs in certain non-critical areas.

The CS Series can handle heavy fuel oils, diesels and emulsified oils, has been fully type approved by Lloyds Register and is awaiting approval by US Coast Guard. In tests, according to the company, it achieved separation results of less than 5ppm (parts per million), well below the IMO required standard of 15ppm. The design is based on a flow-through, two-stage processing system, which does not need backwash cleaning cycles. Since no membranes, carbon filters or chemical treatments are used, this eliminates costs associated with some other separator types. The Hi-VOR technology for heavy fuel treatment and the AGM filtration system ensure a high degree of reliability and cost-effectiveness in the treatment of bilge water.

In addition, Victor Marine points out that 80% oil recovery rates can be achieved with the CS series. This generates further cost saving benefits for users, as product recovered can be reused as high grade fuel onboard. The CS Series incorporates two chambers, with a single positive displacement feed pump, and a new ultra-efficient coalescer. The new separator has a very compact footprint, which makes it

suitable for all types of vessel, and also for retrofitting in situations where earlier generation separators are being replaced. The CS Series is available in seven different models, ranging from the CS250, which has a 6 cu.m per day capacity, up to the CS 5000, a 120 cu.m per day capacity separator, which could, for instance, be installed on vessels up to VLCC size.

Safe Launching of Lifeboats

The SAFELAUNCH Lifeboat Release Hook is a quick release on-load hook that is designed to allow the safe deployment of conventional davit launched lifeboats. According to the company, the device combines innovative design, high quality materials and precision engineering to provide a reliable, durable and cost-effective release hook which sets new standards of operational safety with the added benefit of low lifetime cost of ownership.SAFELAUNCH meets the requirements of the latest SOLAS, IMO and LSA Codes and is approved by DNV in accordance with the EU Marine Directive. The system is designed to be compatible with all existing types of conventional lifeboat and can be installed into new lifeboats or retrofitted to old lifeboats as an upgrade. The design of SAFELAUNCH was based on a thorough review of existing designs and utilised real-life experience by Survival Craft Inspectorate, who have been maintaining this type of equipment for many years. The key requirement was to eliminate the risk of accidental release and to keep the need for maintenance to a minimum.

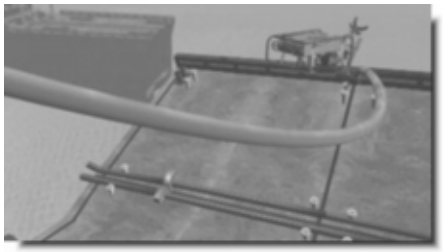
According to JLMD Ecologic Group, oil spills resulting from collisions, grounded vessels, or hull breakage represent 77% of the pollution risks. The prevention of or reduction of oil spillage after a marine incident is crucial if environmental damage is to be avoided. According to the company, JLMD oil recovery system greatly improves salvors' ability to quickly remove oil remaining on board after a casualty, enabling the recovery of 70 to 90% of the hazardous liquid cargo. The JLMD system has been nominated as finalist for the Lloyd's List Award for Innovation and the Sea-Trade Award.

The JLMD system is preinstalled on tankers or retrofitted in cargo and/or

bunker tanks, and allows a fast recovery of the oil trapped in the wreck. Oil leaks and spills are consequently limited. The pre-installation (prevention aspect) of the system enables the salvage company to start recovering the oil immediately in case of casualty without wasting time drilling the hull and mounting valves. As soon as the flexible extraction hose is connected to the system, the recovery process can start.

Each tank of the ship is independently equipped with a recovery system set made of five connectors. The recovery system sets can work separately. Thus if the ship is broken in two parts (case of the Erika) or if a tank is ripped open, the functioning of the equipment for the other tanks is not adversely affected. This gives also the possibility to recover oil from several tanks at the same time, speeding up the removal process. The system allows a highest and lowest point to be established no matter what the position of the wreck. Once connected to the salvage vessel (by diver/ROV), sea water is pumped by hydrostatic pressure to the lowest point. The lighter density oil or chemicals are naturally forced up towards the highest point without the use of a pump.

As it is no longer necessary to breach the hull of the submerged vessel, the oil recovery operation can start immediately, thereby considerably reducing pollution. In the case of the "Prestige" over 140 tons leaked daily for three months, representing 50 kms of oil slicks, every 24 hrs. It took ten months to recover the heavy oil trapped into the Erika wreck. According to the company estimates it would have taken two to three weeks to complete the operation, in the same conditions, if the vessel had been equipped with the JLMD system. The first installation took place in September 2004 on a Suezmax tanker at Daewoo.



New Parametric-like DDROM Technology

Albacore Research (Victoria, Canada), the creator of the 3D product modeling software ShipConstructor, is putting the last touches on this year's new software version scheduled for release towards the end of 2005. The new ShipConstructor 2006 version represents a quantum leap in CAD/CAM with the introduction of the Database Driven Relational Object Model (DDROM) technology, as well as an Application Programming Interface (API). While DDROM will provide ShipConstructor users with a 'better-than-parametric' technology, the API will make it easier for users and third-party developers to tie into the ShipConstructor product model database.

ShipConstructor's Database Driven Relational Object Model (DDROM) is an exciting new technology that will transform how shipyards and offshore yards design and fabricate. DDROM is similar to parametric modeling, but does not come with all its 'headaches'. In contrast to parametric technology, the powerful DDROM will be usable by designers without extensive training - in fact, relationships within the product model are created automatically. Furthermore, the technology works for even the most complex projects while still running on standard PCs. Thus, parametric-like features will be available on a much more comfortable and workable level.

Panama starts $1bn race for megaport: THE Panamanian government has opened the race to build a 6m teu megaport on the Pacific coast of Panama by inviting letters of interest for the $1bn project.

Pacific Basin builds $350m war chest: PACIFIC Basin has a US$350m war chest to finance future vessel acquisitions following the sale and leaseback of 17 ships so far this year, but high prices meant it remained cautious about expanding its fleet.

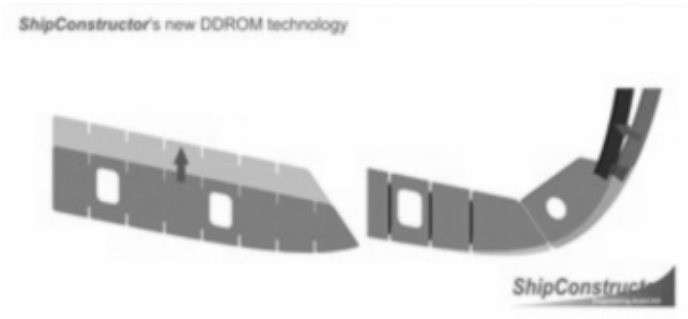
Maersk switches staff to Beagle House: MAERSK plans to vacate its premises in London's Canary Wharf next year and move staff to Beagle House, the former head office of P&O Nedlloyd.

China to cull smaller mines: CHINA, the world's largest coal producer, plans to shut more than 13,000 coal mines by 2010 to boost competitiveness and safety, a government official said.

A need to shine some light into a shadowy sector: WHAT is happening in the container trades? Is the market heading into a long bear recession? Or is it just experiencing a natural correction after a record-breaking three-year bull run?

Volvo Penta's inboard system has big leisure market impact: VOLVO Penta yesterday displayed the commercial version of its novel Inboard Performance System at Europort Maritime.

Color in fast ferry expansion: COLOR Line is taking forward aggressive newbuilding plans to expand fast ferry and cruiseship



capacity on routes connecting to Norway.

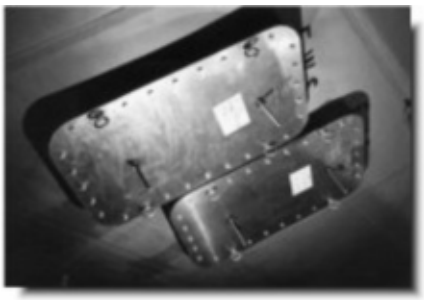
MOL upgrades India-Singapore Straits service : MOL has announced a new service to meet increasing demand for cargo transport to India, where trade is expanding significantly.

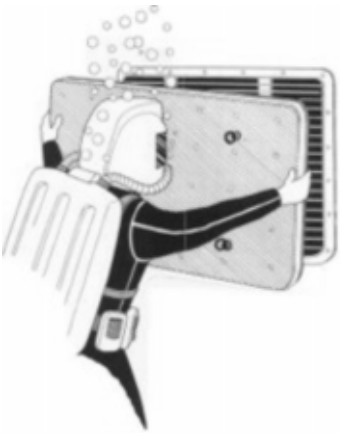
Fuel testing to keep machinery in order: ABRASIVE wear of diesel engine components in contact with residual fuel oil and combustion gases is mainly caused by the missing ability of the centrifuges to remove catalytic fines such as aluminium (Al) and silicon (Si) oxides from the fuel.

DDROM's secret lies in storing all geometry in the ShipConstructor database and linking their dependencies automatically. Storing geometry in the database means that all structural, pipe, HVAC and other ShipConstructor entities can be accessed and changed directly in the database. DDROM entities are not only represented in the database with their geometry, but also with their attributes such as materials, weights, revisions, and build strategies. Therefore, all product model entities such as plates, stiffeners, pipes, ducts, penetrations, etc. can be recreated in the CAD drawings from the database.

The time designers and drafters will spend for modeling structural plate parts will be reduced dramatically (up to ten-fold) due to the many automatic features that replace previously manual drafting operations. Furthermore, the steps involved in implementing late design changes will be significantly reduced due to the fact that the database is aware of the interrelation between parts and changes linked parts automatically. For example, moving a tanktop up will adjust the height of all frame plate parts under it as those were automatically linked to the tanktop during the design stage. Similarly, exchanging one frame hull trace for another automatically updates all related frame parts, may they be plates or stiffeners. For user comfort, the new DDROM feature can be initially turned off until a certain level of comfort has been reached. Yet, the user will still gain significant time-savings from the much faster modeling features.

DDROM and other new features will be presented at the SNAME Annual Meeting in Houston – at the booth as well as during the Innovation Sessions. Furthermore, ShipConstructor 2006 will be presented at NEVA Russia, Kormarine, Europort Rotterdam, Pacific Expo, Workboat Show and Marintec China later this year.





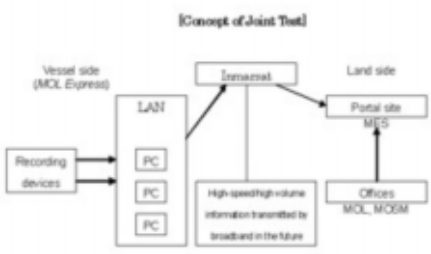
Hull Aperture Blanks

In collaboration with a Korean engineering company, Kwang Lim Marine Tech, UMC International (UK) have successfully manufactured and delivered two full sets of neutrally buoyant hull aperture blanks to Samsung Heavy Industries (Korea). UMC started manufacturing Hull Aperture Blanks in the UK in the early 1980's. The company recognised that there was potential to streamline the manufacture and delivery process to the Korean shipyards by setting up a manufacturing facility in that country.

In addition to the hull aperture blanks, a new device that was recently introduced by UMC International is the MAGNASEAL™. This device is suitable for blanking off smaller overboard discharges and eliminates the need for multiple supplies of various sized rubber plugs to be stored onboard. The MAGNASEAL™ is designed to fit all overboard discharges up to 110mm diameter. Since one size will fit many apertures, the amount of plugs has been reduced helping to contain costs, according to the company.

Mitsui O.S.K. Lines (MOL) announced that the company has started testing the Integrated LAN System, designed to share vessel information with shore-based offices. Tests of the system, developed in cooperation with Mitsui Engineering & Shipbuilding (MES) and MOL Group MO Ship Management, will continue through November 2005. The test system includes recording devices such as voyage data recorder, which collects navigation information such as vessel's course, speed, etc., and engine data logger, which records engine rpm and other data such as temperatures and pressures in vital systems.

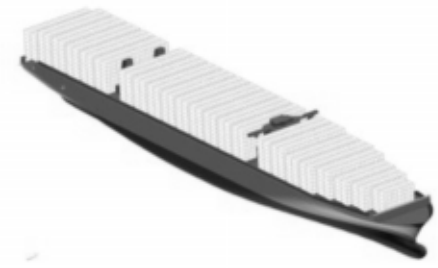
The test is expected to confirm the effectiveness of transmitting data between the vessel local area network (LAN) that links various recording devices on the containership MOL Express and the land based portal site that receives this information. MOL will transmit sample information using Inmarsat service to examine the possibility of sharing and more effectively using vessel information. MOL aims to develop the next-generation vessel operation and management system, gathering and utilizing information from multiple vessels and combining the MOL Group's operational and management expertise with MES's experience in developing onboard LAN systems.



With an innovative design study for a 13,000 TEU container ship, Germanischer Lloyd (GL) and the Korean yard Hyundai Heavy Industries (HHI) are showing just how big container carriers will be in the near future. The ship is 382 metres long and 54.2 metres wide, and has a draught of 13.5 m. The 6,230 containers below deck are stacked in 10 tiers and 19 rows, while the 7,210 deck containers are stowed in 21 rows. Powered by two 45,000 kW engines, the vessel's speed is 25.5 knots. The design study is characterized by two technical innovations: the cooperation partners decided on a twin drive configuration and the separation of deckhouse and engine room.

The question as to what propulsion powers and arrangements are needed to achieve the desired speed of 26 knots may be answered by diverse technical approaches: in the early phase of detailed calculations, not only the twin drive, but also the possibilities offered by one main engine, as well as one main engine with an additional pod drive, were considered. The cost estimate for the various drive configurations indicated that a twin propulsion system was only negligibly more costly than the variant with only one main engine. The aspect of improved safety is a major argument for the twin drive. In the event of an engine failure, the ship would remain manoeuvrable and could reach a safe harbour under its own steam. The main-engine and shaft sizes correspond to those of a 4,000 TEU carrier. Engines and propellers of this size are in widespread use, making the maintenance and procurement of spare parts both easy and cost-effective.

With a view to meeting the SOLAS requirements for bridge visibility on such a large ship, the design envisages the separation of deckhouse and engine room. The innovative arrangement of the deckhouse in the forward part of the ship permits an increase in container capacity and a reduction in ballast water. The international regulations on the protection of fuel tanks are also satisfied with this design, because they are located in the protected area below the deckhouse. Another welcome result of this innovation is reduced bending and increased stiffness of the hull.



Over a period of one and a half years, the cooperation partners GL and HHI performed calculations for all components of the ship. The study included the ship layout, number of containers and their stowage, design of fuel tanks, strength analyses, slamming calculations, propulsion plants, engine room design and vibration analyses. In addition to towing experiments, tank model tests were also carried out at Hyundai in respect of parametric rolling, with the support of GL. At the same time, programs developed by GL were used to examine the behaviour of the ship in a seaway, especially parametric rolling. Moreover, exhaust emission tests were conducted to determine the optimum position for the funnels. The shipyard is now ready to accept orders and estimates that construction time for such a ship is approximately 9 to 10 months.

Rocking for More Power

The 4P charity based in Spain have developed a moored rocking boat, called the "Wave Rocker", which is a

new type of device promising to extract energy from wave power. The concept uses a floating catamaran optimised to be laterally stable but rock longitudinally. A mass is free to move up and down the length of the deck, acting as a piston as it reaches each end of its travel. Fluid displaced by the piston generates power. Alternatively, the piston could be replaced by a magnet or armature running through coils.

The mooring line has an elastic section to magnify the effect of the moving mass on deck. As an oncoming wave lifts the front of the craft, the centre of gravity moves back and the mass on the deck moves towards the stern, delivering the first power stroke. The craft is then lifted to the top of the wave and levels out. As the wave passes, the craft moves down the wave slope, tilting forwards. Its motion is increased by the tension in the mooring rope drawing it downwards. The moving mass moves towards the bow, delivering the second power stroke as the craft runs into the next wave and digs into it. The passage of the subsequent wave repeats the cycle. The inventors believe that the effect could probably be further enhanced by adding vortex drag foils to the hull or adopting a special hull shape and replacing the elastomeric rope with a fixed rope attached to a tensioning device.

The team of inventors is working with several institutions in the UK equipped with wave tanks. They are looking for investors, partnerships, or other input that can be used to help progress the idea further. It is interesting to note that wind-generated waves on the ocean surface have a total estimated power of 90 million gigawatts worldwide (DTI – Wave Energy). Due to the direction of the prevailing winds and the size of the Atlantic Ocean, the UK has wave power levels that are among the highest in the world. Wave energy has the potential to provide as much renewable energy as the wind industry, but the development of wave technology is currently at the same level as the wind industry was 10 years ago.

Royal Caribbean Launches Search for Godmother: Royal Caribbean International is putting a new twist on a long-standing maritime tradition by launching a national search for the Godmother of Freedom of the Seas – the world's largest and most innovative cruise ship scheduled to debut in May 2006. Historically an honor reserved for heads of state, politicians and celebrities, Godmothers officially give ships their names and

serve as guiding spirits. Royal Caribbean Godmothers include Her Majesty Queen Sonja of Norway, Rosalynn Carter, Lauren Bacall, Whoopi Goldberg, Gloria Estefan, Katarina Witt, Jackie Joyner-Kersee, champion wheelchair marathoner Jean Driscoll and 2004 Teacher of the Year Kathy Mellor. Through a partnership with NBC's "Today," Royal Caribbean is seeking to honor all adults by searching for an outstanding individual – someone who has demonstrated exceptional spirit, courage and integrity – to serve as the Godmother of Freedom of the Seas. One of the privileges of being a Godmother is that the individual will be allowed to cruise for life on any Royal Caribbean ship or itinerary once a year with the guest of their choice. In order to enter, people are encouraged to go to http://msnbc.msn.com/id/9085102 and complete an online application form and write an essay, no more than 500 words in explaining why they (or someone they would like to nominate) would be the perfect Godmother for Freedom of the Seas. All entries must be received by 5:00 p.m. EST on Friday, December 2, 2005. The winner selected to be Freedom of the Seas' Godmother will preside over the most exciting and innovative ship at sea. Freedom will feature the first-ever surfing simulator at sea, an interactive water park, two cantilevered whirlpools that extend 12 feet out from the sides of the ship and a pool deck with dedicated sports pool that transforms into an open-air nightclub each night. At 160,000 GRT and holding 3,634 guests double-occupancy, Freedom of the Seas will be the largest cruise ship in the world when she debuts in May 2006. It is the first in Royal Caribbean's new Freedom class.

ABS And Russian Register Sign New Bilateral Agreement:

A new bilateral agreement that extends the long-standing agreement on cooperation between ABS and the Russian Maritime Register of Shipping (RS) has been signed by the two societies in St Petersburg (Russia). The wide ranging, cooperative agreement principally addresses the provision of field surveys for ships and floating structures in service and under construction, design approval, technical documentation and certification of materials and products. Signing the new agreement were Dr. Sergey S. Koshchy, Senior Vice-General Director of RS, and Antonio Lino Costa, Vice-President of ABS. "Our two societies have a long history of bilateral cooperation and of working closely together as members of the International Association of Classification Societies (IACS)," said Dr. Koshchy. "This latest agreement builds on that level of trust and should prove mutually beneficial as we face new classification challenges in the future." Dr. Koshchy stressed that RS and ABS have "a unique opportunity to use their resources and the experience and skills of their staff in a joint effort to further promote safety and security of life within the marine environment." The new agreement followed extensive discussions between the two societies during which there was a comprehensive exchange of views on a wide range of issues relating to the raising of maritime safety and environmental standards and the further development of the relationship. "We have identified those areas in which each society can benefit from the strengths of the other," said Lino Costa. "We will be establishing training programs that will facilitate the exchange of information between our engineering and survey staffs to maximize these benefits." A mutual understanding was reached on signing a specific agreement for dual classification of arctic shuttle tankers. RS and ABS also expressed their readiness to further develop the dual class concept for ships and floating structures in service and under construction to meet the future needs of shipowners and the offshore industry.

ABS Selected By Woodside For Asset Base Classification and Verification:

ABS has been selected by Woodside Energy Ltd, Australia's largest publicly traded oil and gas exploration and production company, to provide classification and verification services across the Pan-Woodside Energy Ltd asset base for the next five years. The multi-year, multi-million dollar contract covers core operational requirements of the company's activities off Australia and existing and future emerging projects in Australia, the U.K., the U.S., Singapore and Korea. Woodside's active exploration and production program includes such projects as the Enfield and Vincent developments offshore Western Australia, the Angel Gas Project and the Pluto LNG field about 180 km from the Burrup Peninsula, the Bonaparte Basin in the Timor Sea and projects off the US West and Gulf coasts. Woodside is also undertaking a major exploration program off Mauritania, West Africa. The agreement covers the energy major's FPSO assets including production systems, equipment and safety systems. Classification will be to applicable ABS Rules. Verification will be to relevant international, national and state regulations, in particular Australia's Petroleum Submerged Lands Act (PSLA) as it applies to the management of safety on offshore facilities. Woodside operates the North West Shelf Venture, and also operates more than 75 joint ventures on behalf of 39 participants in Australia, Africa and the United States. ABS will provide engineering design review, survey services and act as a liaison on behalf of government agencies to facilitate the reviews and surveys conducted to fulfill the regulatory requirements of these agencies. ABS already classes the Woodside operated FPSO Cossack Pioneer that has been on station on the North West Shelf for several years. This new agreement significantly expands the relationship with Woodside in terms of the number of units and geographic scope of the ABS activities.

TR Baalu inaugurates Kandla Port's first container terminal:

Union Shipping, Road Transport and Highways Minister TR Baalu recently) inaugurated the container terminal of Kandla port costing about 225 crores of rupees. Appreciating good handling of traffic at the Kandla port, Baalu also announced mementoes worth Rs 3,000 as part of golden jubilee celebrations for all the 5,000 employees and workers of the port. "Kandla port has to be developed and that is why the Government of India has proposed to have a container terminal here at a cost of about 225 crore rupees. I want to add six new berths which will cost around rupees

350 crore," said Baalu. The demand for a container terminal at Kandla despite being an old one, it was first raised in 2004 when the port celebrated its golden jubilee, it was turned down by ministry, and only later formalized and the inauguration brought cheers to many of the port employees. "Its a matter of pride for Kandla port. They have done extremely good. They have performed well ... that is why I am extending all the developmental projects for Kandla," added Baalu. Baalu further said that new maritime projects amounting to one lakh rupees would also be implemented soon."Altogether there are new maritime development programmes, and the total project cost will be one lakh crore rupees. Out of that, for port development, we will be spending 60,000 crore rupees. For shipping activities we will be spending 40,000 crore rupees, to be spent from now onwards till 2013-2014 for ten years. This is a ten year program under National Maritime Development Policy which is to be approved by the Cabinet very shortly," he added. Export from Kandla port was reported at 9,59,875 tonne (64 per cent), followed by Mumbai, which handled 2,86,750 tonne (19 per cent), Vizag 1,17,500 tonne (eight per cent), Bedi 98,675 tonne (seven per cent), and Kakinada 36,658 tonne (two per cent). (ANI)

Joint Customs Operation EUROPA

"FAKE": Questions & Answers

- **Which was the strategic objective of "FAKE"?**

Promoting and improving the practical operational cooperation and exchange of information between the customs administrations of the Member States.

Encouraging Member States to improve local and regional cooperation.

Improving and developing this type of operation by concentrating on the consignments of counterfeit goods.

Providing a better insight into the air and maritime smuggling routes to and within the EU.

- **Which was the operational goal of the operation?**

Intercepting and retaining the consignments of counterfeit goods. Improving the operational cooperation in the field by developing risk analysis and information exchange methods. Improving the knowledge of this illicit trade.

Highlighting the (new) routes followed and identifying the main maritime routes followed by the illicit trade of the products in question. Identifying and possibly dismantling the international fraud organisations involved in the illicit traffic in question.

- **Which categories/items of goods were seized?**

The goods detained are concentrated in the following categories: **Category Items:** Textiles, Caps, hats, jackets, shawls, sweats, socks, scarves, t-shirts, jeans, blouses, ties, trousers, towels, neck straps, wristbands, jumpers, polo's, blazers, eye-shades, **Footwear**, Sports shoes, sandals, shoes, Bags, Handbags, wallets, evening bags, rug bags, **housing mobile phones**, camera cases, computer cases, Electronic, mobile phones, rechargeable batteries, MP3 players, computer boards, CD walkmans, Digital cameras (DVC), DVD, data cables, game boys, games consoles, deck card, light bulbs, batteries, hair dryers, electric engines, radio controlled cars, **Medicines,** Viagra, Stanazolol, Satibo, Koryo Insam (herbal), Tobacco, Cigarettes,Miscellaneous. Sunglasses, belts, ink cartridges, metal buckles, watches, toys, golf-clubs, razorblades, honey, nail cutters, toothbrushes, gadgets, locks

- **When did operation FAKE take place?**

The operation FAKE ran from the 17-27 May 2005. A post-operational phase was organized from 28 May to 30 June 2005 with a view to performing physical checks and an internal search of containers selected during the operational phase. The operation was closed with the debriefing meeting, which was held, with the support of the Agenzia Delle Dogane, on 7 and 8 November 2005 in Rome. The holders of the intellectual property rights were subsequently informed of the results.

- **How many people participated in operation FAKE?**

Approximately 250 customs officers in the 25 EU Member States were appointed to collect information and to carry out the physical controls and the scanner checks. At the Brussels operation centre, eleven liaison officers from the national customs authorities acted as an information hub, supported by one coordinator from OLAF for the administrative management of the operation (preparation of the business plan, operational plan, etc) and for the maritime aspect of the operation. One official from DG TAXUD acted as coordinator of the air operations and ensured the contact with the intellectual property right holders.

- **What was the role of the European Commission and OLAF?** The operation was organised and coordinated at the new Permanent Technical Infrastructure supporting Joint Customs Operations (POCU) established in the OLAF premises in Brussels. As "co-ordinator", OLAF assumed responsibility for the relevant business plan based on a threat assessment with a targeted port of departure, routes and entry-points into the EU, as well as transhipment routes and the *risk indicators* employing additional information available on container shipping lines, consignees, consignors. The Commission's Directorate General for Taxation and the Customs Union and (DG TAXUD) was also represented in the operational headquarters and assured the contact with the rights holders.
- **Has the new permanent Infrastructure at OLAF been used for further operations?**

Operation FAKE was the first operation run in the permanent technical infrastructure that has been set up within the OLAF premises in Brussels. After FAKE, two further operations have been co-ordinated from this operation centre so far. This new facility falls completely within the service platform concept promoted by the Commission for ensuring the structuring and the use of anti-fraud information flows of an operational and strategic nature necessary for improving the overall Community perspective on strengthening cooperation. Member States' services can "book" the operations centre for joint actions.

- **Which are the costs and benefits of the operation?**

The creation and the setting up of the permanent technical infrastructure at the OLAF premises cost 50.000 •. In the past the costs for setting up a temporary infrastructure for an operation organized in a Member State amounted to 60.000 • per operation. The total cost for a single operation organized in a Member State amounts to approximately 150.000

to 200.000•. The operation FAKE cost less than 40.000•. The cost/benefit ratio is also clear: One single container of counterfeit cigarettes represents a significant loss for public budgets: 1.300.000 • in customs duties, VAT and excises. Three deep sea containers of counterfeit cigarettes were seized during the operation FAKE.

- **Which is the legal basis for customs operations like FAKE?**

The Commission (OLAF) organized the air and maritime surveillance operation "FAKE" on counterfeit goods on basis of the provisions in art.18, §3, of the Council Regulation (EC) 515/97([1]). Indeed, the Commission (OLAF) is entitled to invite the Member States to carry out the special watch of goods, means of transport, persons, companies and warehouses as foreseen in art.7 of Regulation 515/97. Since 1st October 1999, DG OLAF (ex UCLAF) is responsible for the enforcement aspects (the investigation and the coordination of the operational activities with the Member States) in customs matters, including those related to the fight against counterfeiting goods at the EU's external borders. DG TAXUD continues to be responsible for legislation relating to the control of counterfeit goods at the external borders of the EU([2]). All information and audiovisual material on the OLAF.http://europa.eu.int/comm/anti_fraud/budget/index_en.html

([1]) The Council Regulation (EC) 515/97 of 13 March 1997 related to Mutual Assistance between the administrative authorities of the Members States and the cooperation between them and the Commission in order to ensure the good application of the Customs and Agricultural Regulations.

([2]) The Council Regulation (EC) No 1383/2003 of 22 July 2003 concerning customs action against goods suspected of infringing certain intellectual property rights and the measures to be taken against goods found to have infringed such rights presents the various ways of intervention for Customs on behalf of right-holders when goods are suspected of infringement on some intellectual property rights.

More recruitments for marine engineers: As many as 10,000 marine engineers will be recruited by the International commercial shipping liners from India in near future, Ajoy Chatterjee, chief surveyor, Government of India, Directorate General of Shipping has said.

Participating at the passing out ceremony of the third batch of trainee marine engineers in Southern Academy of Maritime Studies here on Saturday, he said the Indian Marine Engineers were recognised as the best technicians in the world. He latter distributed the awards and certificates the students. Ajoy Chatterjee also inaugurated the 'Ship in Campus' project and pointed out that it would be a better option for the students to gain a hands-on experience rather than going to the port to learn. Southern Academy of Maritime Studies at Panapakkam is offering pre-sea training courses for those aspirants who wish to pursue their career in Merchant Navy.

Dr. Chandran Peechulli, Chief Editor- "Marine Waves" international maritime newsletter conveyed to the Director "SAMS" expressing his wishes to turnout (S) for physical and mental Strength (AMS) ability to man the ships.

INTERNATIONAL COMMITTEE FOR SEAFARERS WELFARE, London, has conducted a three day seminar at **GRT Hotel, Chennai, 14-16 November 2005.**

Dr. Suresh Idnani was appointed as the Coordinator for the South Asia Regional Seafarer's Welfare Development Programme. The new Regional Welfare committee (RWC) will meet by end of May 2006.

The ICSW Chairman, Bjorn Lodoen, addressing a press meet in Chennai on Wednesday, 16th November, 2005. Looking on (from left) are: Suresh Idnani, convener of the ICSW's regional working committee for South Asia and Tom Holmer, Administrative Officer of ITF's Seafarers' Trust.

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MAKE A BRIGHT CAREER IN MERCHANT NAVY

D.G.S. APPROVED PRE-SEA TRAINING

Courses	Age & Eligibility		Date
1. G.P. Ratings 6 months (TR/A/43/2003-dt. 30.5.03)	10th Pass with Science & Maths & English as subjects with aggregate 40% and with min. 40% in English	Min. 17½ yrs. Max. 20 yrs.	2nd Jan. 06
2. Deck Cadets (TR/A/55/2002/ dt.3.5.03) — 1 year leading to B.Sc. (Nautical Science) of IGNOU	12th Std. (PCM - 55%)	20 yrs.	2nd Jan. 06
	B.Sc. (PCM - 55%)	22 yrs.	
	B.E. / B.Tech. (AICTE Approved)	24 yrs.	
3. Trainee Marine Engg. for Diploma Holders (2 yrs.) (TR/A/102/2002 - dt. 22.8.02)	Diploma in Mech. / Marine / Electrical & Electronics Engg.	22 yrs.	1st Sep. 05
	Ship Building	23 yrs.	
4. Trainee Marine Engg. for Graduates (1 year) (TR/A/101/2002 - dt. 22.8.02)	B.E. / B.Tech - Mech / Naval Arch	24 yrs.	1st Nov. 05

The successful completion of courses does not guarantee onboard training which is mandatory for employment

The following Courses approved by DGS are offered presently

1. PST / PSSR / EFA / MFA / FPFF
2. TOTA / TI / TWI
3. OTF / CTF / LGTF

VALUE ADDED COURSES

METAL ARC & GAS WELDING CERTIFICATE COURSES

LEVEL - I : BASIC
Duration : 10 Days
LEVEL - II : ADVANCED
Duration : 23 Days

97% result in GP Exit

Booking closes 1 month before date of commencement for all courses except Deck Cadets for which closing date is 3 months before commencement.

WE EXTEND OUR FREE SERVICE TO SEAFARERS

"MARINE WAVES" Management, would be pleased to guide you, in booking seats for the following Competency Certificates in U.K. Help and guidance for the initial accommodation would be provided to the bonafide Seafarers.

EARN WHILE YOU LEARN IN UK & QUALIFY FOR THE INTERNATIONALLY ACCLAIMED COMPETENCY CERTIFICATE.

DECK OFFICER
2nd Mate (OOW deck)
4th Jan'06 / 12th Sept' 06
Pre-requisite: 36 Months as deck cadet or seamen, last 6 months with watch keeping certificate.

MATES & MASTERS
4th Jan'06 /18th April '06
18 Months as a
Watch Keeping Officer
Engineer Class I & II combined COC

MASTERS PREP. COURSE
18 Months as watch keeping officer
8th Nov '05 / 14th Feb '06 / 20th June '06
or 12 Months as chief officer
Engineer Class I

For booking: E-MAIL OR PHONE TO

"Marine Waves"
M107/22, Kalakshetra Colony,
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India. Ph: 0091-44-52018982, 9840084216

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