

IACS opposes mutual certificate recognition

Mutual recognition of class certificates, which is being proposed by the European Commission, is not the way forward and will reduce the ship's safety according to the International Association of Classification Societies (IACS). An article of the draft EU directive on classification societies proposes a mutual recognition of the equipment certificates issued by class. It is based on the assumption that this mutual recognition could reduce the certification costs for the EU manufacturers and give them a competitive advantage. IACS says in a statement that it is strongly opposed to this proposal. It argues that mutual recognition of the certificates will reduce the ship's safety and quality. It says: "The equipment/hull form an integrated system on a ship which needs to be certified under a consistent set of requirements and procedures. The dilution and fragmentation of the certification of equipment among a number of class societies would lead to a risk of reduced safety on board the ship and to a dilution of responsibility." "Moreover," it adds, "a shipowner who contracts with a class society is entitled to expect that this contract will be fully executed by that society. Mutual recognition thus will place class in breach of its contractual obligations towards its client. In addition, insurers as well rely upon the classification of a vessel under the same understanding. If the equipment certificate is issued by multiple certification bodies and not by the society who classes the vessel, it would harm the confidence that insurers place on the classification certificates." However IACS also says that it has already responded positively to the European manufacturers' concern on competitiveness and cost reduction by proposing to work on equivalent standards and testing. "It is in this direction that the induced cost reduction is possible," IACS says. Top level meeting "success"



Maritime and Coastguard Agency (MCA) chief John Astbury says a new initiative to bring together the MCA and top executives in the British shipping industry has been a "great success". The MCA and the Chamber of Shipping jointly hosted their 'Safety through Partnership' seminar at Dover Coastguard on 18 October. Over 50 key people from the shipping industry attended and shared views with the MCA and the Chamber of Shipping about how everyone can work together in the best interests of safety. John Astbury, the MCA's chief executive, said: "The shipping industry and the MCA share the same goals. We want a prosperous, sustainable maritime sector, which is important to the UK economy, and we want to achieve safety through partnership and co-operation." A similar follow up event is being planned for next February, when the MCA also intends to host a reception at the National Maritime Museum as part of its effort to encourage more ships to fly the Red Ensign and join the UK Shipping Register. Ship operators attending included the Royal Fleet Auxiliary; Saga Shipping; Maersk; Nippon; Shell; Zodiac Intrada Ship Management and many others.

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India offers a grand experience in cruises

When Star Cruises' SuperStar Libra started its operations in September 2006, for the second consecutive year, it relied on the success in the previous year. Over 70,000 Indians travellers boarded the cruise last year, averaging about 50-60 per cent occupancy. According to Chong Chee Tut, COO, Star Cruises, the company hopes to better that to an average of 80 per cent this year. The ship that has 740 cabins and can accommodate 1,480 passengers will operate in its second year till May 2007. Clearly, cruises are becoming a favourite means of holiday options for Indians. While Indians once travelled to Singapore, Hong Kong and other countries to experience the joy of cruises, things changed when well-known cruise companies started docking on Indian shores. And while Star Cruises' SuperStar Libra (as we've already mentioned) started operations from Mumbai, there are other companies that are arriving along the western coastline of India (along the Arabian Sea). That explains why international liners like Silversea, Costa Cruises, Queen Elizabeth-2 of Cunard Lines, Amsterdam of Holland-America, Oriana of P&O Cruises, Noble Cealedonia, Phoenix Reisen, Compagnie Cruises, Japan Cruise Lines, Crystal Cruises, Holiday Kreuzfahrten and Saga Shipping are showing keen interest to tap the Indian market.



Gautam Chadha, Silversea's representative in India, explains that four Silversea ships will pick up passengers from India in the months of December, February, March and April. The high-end cruise liner, Silversea has 300-400 rooms and the best pick is the Mumbai-Goa-Kochi-Phuket-Penang-Singapore cruise that is accessible to customers at \$600-700 per person, per night. While Star Cruises has more one-night cruises by way of weekend getaways from Mumbai this year, customers can also opt for a three-night cruise to Kadmat islands (Lakshadweep). Then there is an option for a two-night cruise from Mumbai to Goa too. The 14-day cruise starts from Goa and follows the ancient spice routes of the Malabar Coast, calling at coastal trading ports and the untouched islands of Lakshadweep before the emerald gem of Sri Lanka. It costs \$3,857 upwards for 14 nights, depending on your time of travel. One can also opt for Ocean Odyssey, a small four-star vessel for 250 passengers that has a swimming pool, Internet facilities, fitness centre, spa and jacuzzis, besides other attractions.

New liners that will launch themselves in India are also keen to cruise along the east coast (in the Bay of Bengal) during the period when the west coast is hit by the monsoons. Let's move northwards where Srinagar's famed houseboats at Dal Lake still enchant us. While prices for renting houseboats may vary, usually companies charge Rs 3,000 for two people per night (this includes all meals). If shikaras are a must in Srinagar, kettuvallam (houseboat) cruises in the amazing backwaters of Kerala are fabulous too. Houseboats from CGH

Earth Spice Coast can be hired at a rate of \$250 per day (single bedroom) and \$350 (two bedrooms). These come equipped with functional kitchens and bathrooms. A staff of three and cooks are always onboard.

Take a trip on this very private cruise and stop anywhere to get a slice of the local life in the villages while also admiring churches, local markets and temples there. Premium hotel chains like The Taj Group and Oberoi are already offering some irresistible cruise offers in Kerala. While Taj has a luxuriously furnished two-bedroom, air-conditioned "kettuvallam" designed to cruise around the Vembanad Lake from the Taj Garden Retreat, Kumarakom, Kerala, Oberoi Motor Vessel Vrinda, another luxurious cruise option, has tastefully appointed luxury cabins, all with king size beds and large picture windows overlooking the lake. A three-night, four-day Oberoi cruise will cost \$1,750 for single occupancy, and \$2,000 for double occupancy, per cabin. Cruising options extend to the Brahmaputra too where one can also include visits and attractions such as wildlife viewing (both by jeep and on elephant back), village walks, visits to tea gardens, exploring country towns in cycle rickshaws, barbecues on deserted river islands, dance performances and visits to crafts workshops. Assam Bengal Navigation is offering the first luxury riverboat, the Charaidew, complete with 12 air-conditioned en-suite cabins. The company has added one more boat to its fleet this year. One can opt for a four-night, seven-night or a 10-night cruise for \$150-245 per person per night. Wildlife and wilderness are the staple features of a Brahmaputra cruise and a majority of cruises have access to Kaziranga National Park and even Manas, a tiger reserve forest on the Bhutan border.



With India having a 7,500-km-long coastline and numerous rivers spread across the country, wading through the waters in luxury liners is perhaps the best possible way to experience the next vacation.

'We are done' on Jones Act ships, says Dibner

JONES Act product tankers and barges in service and on order will provide enough capacity to meet demand well into the future and owners should stop ordering more tonnage, a New York conference on the US maritime industry was told. Vice-Chief of Indian Army, Lieutenant-General S Pattiburman made a plea for exemption of defence forces from the RTI, at a three-day convention of Central Information Commission (CIC), which concluded here on Sunday. Drawing parallels of defence forces with the Border Security Force (BSF), which has been exempted from the Act, Pattiburman asked if paramilitary forces could be excused, why military should be left out. Pattiburman, member of a panel chaired by Anna Hazare, faced opposition from social activists present at the convention including Hazare. The panel deliberated on 'Dealing with the challenges before the RTI', and along with three other panels, made some recommendations, which Chief Information Commissioner (CIC) Wajahat Habibullah submitted to Prime Minister Manmohan Singh. However, Pattiburman's suggestion found no mention in the

(Contd. on page 4)

From the Editor's Desk



National Shipping Administration, be need-based on the authority of ideas, rather than the idea of authority. There is no question that should be impossible to ask, no subject that should be beyond the scope of inquiry, no issue that should be regarded as finally settled and no one who should be above or beyond a debate, to be addressed for content management, towards a step forward from the normal to the creamy layer, for refined thoughts of discovery. The creamy layer, need to come out from pure merits, with crystal clear thoughts of transparency, not by a result of quota or concessions or shortcuts or from sympathies, after achieving almost six (6) decades period of independence, living in a sovereign democratic republic country, which should be a justified motivating factor for national development. One needs an open mind to accept this fact by now, viewing the surge of scientific developments that we see and experience before us, in our daily lives. National Maritime Administration, need to be more involved with Indian National Ship Owners' Association (INSA), Foreign Ship Owners and Ship Managers' Association (FOSMA), Maritime Association of Ship Owners Association (MASSA), and ensure to provide proper regulation of seafarers and other stake holders, devise the special purpose training requirements with a view to enhance the employability of our national (Indian) seafarers in international shipping. Considering the notion that seafaring is an unsafe line of work with further threat of piracy and officer kidnapping. In the words of Kofi Annan: "Good governance is perhaps the single most important factor in eradicating poverty and promoting development" which primarily calls for fairness and justice, from the learned marine professionals in the corporate.

Institutions of Maritime Education, need to develop a healthy competition, as shipping is international, with possibility of strengthening our higher education system, with the preparedness to move ahead on to the proposed Maritime University. What prevails now is no standard, for what constitutes a necessary curriculum. Successful education focuses on Research, professional education, as well as on under-graduate study. Maritime Institutions should have their objective for not just apprenticeship training but for providing case-studies, updates of new knowledge, extent of knowledge to be imparted as mandatory, enactments in the pipeline etc. The vital need for generating a Data Bank with a foresight to emerging needs and changes, all relevant shipping industrial work process. etc.

"You can have all the knowledge and skills in the world, but if your "blueprint" isn't properly set for success, you're financially doomed." - T. Harv Eker

"Smart Men and Women professionals' can well understand that if to succeed in today's turbulent, highly competitive world, one need to continually increase their knowledge and skill ability, to adapt to rapid changes". Only then, they can keep to the top of their professional world. The shipboard job demands physical activity, alertness, intelligence and high professional knowledge, as one cannot take chances viewing risk management. When these attributes are stretched for a prolonged duration, the individual is likely to suffer severe stress. It may lead to boredom, dissatisfaction, anger etc flaring up into altercations and heated debates or near manhandling of colleagues. All are not trained to combat such situation and contain outbreaks. A leader cannot just watch such scenes but intervene. To cope up with similar shipboard environment and to enhance professional competence, a serious thought of management in "Human Relations and Human Resource Development" calls for to maintain morale of all onboard to live and work in harmony. Good interface management is the key to success.

"Engineers" irrespective of what they be, the Chief Engineer or the Superintendent-Engineer, they form a member in a strata of the institution of engineers, or specialized sections of production/manufacturing engineers, marine engineers, safety engineers, quality assurance engineers etc. the class of membership Fellow, Member, Associate Member, Graduate/Student Member etc. distinguishes members from others, which only matters. Professional Associations are not to merely function as recreation clubs, parties, excursions etc. but for maintaining code of professional ethics, if to innovate and develop, for professional image development and achievement with creative thinking. Chief Engineers (Marine), don't have nor need a separate association, the engineering feat is far more wide and universal. "Chief Engineer" is an entity in the organizational set-up of hierarchy, designated ashore as Marine / Mechanical / Shipyard Engineer, Engineer Surveyor, Consulting Engineer etc. The technical and/or Management acumen, speaks off individual's credibility of their rich qualification, experience and knowledge, contribution in technical and/or management society. "Try not to become a man/person of cheap success. Rather become a person of values" - Albert Einstein.

The examinations conducted by the Mercantile Marine Department of the DGS, were not equated with the University Degrees or Diplomas with corresponding academic contents, since one should bear in mind that this arena is restricted to operation and maintenance skills specific assignment, the mariners inducted into the department were generally under-graduates with professional apprenticeship training but equated with the creamy layer bureaucrats of the nation, without much competition, nor additional qualification, unlike other Class one officers. It is left to interested seafarers to enhance their qualification/knowledge viewing shore assignments, in this competitive world, making use of the Open University system (distance/e-learning). "SHIPPING CALLS FOR QUALITY AND COMPETENCY IN SEAFARER'S TRAINING", Maritime Training Institutes to usher in excellent quality, modern technology and efficiency in the training of Indian Seafarers. Updating of professional knowledge is imperative to perform maritime operations, in the most efficient manner. Constant refresher training with updates will only make the Indian Officers more competent than those of other seafaring nations. With this objective in mind, a strict benchmarking of maritime training institutions and unbiased monitoring by international credit rating agencies, will keep in good stead.

The charter of crew duties need to be well defined while an extra hand is not positioned onboard, to meet exigencies. At sea, this decision of manning turns out to be unrealistic, by those incompetent with just Port/ harbour/CIWT apprentice background, without wider vision, as one should realize that crew may be summoned to meet contingencies, any moment of time. If one of the critical machinery among the numerous fails at sea, the manning structure goes topsy-turvy and the rating crew and officers have to slog till things are set right. It is impractical to call for assistance during emergencies out at sea, hence the only option is to stretch the available skilled manpower. The physical or mental weakness resulting from such prolonged and tiring effort or activity out at sea called fatigue, need to be considered an important factor, while the life at sea has inherent-fatigue. The ageing of ship, the maintenance standards and living conditions onboard contribute to excessive level of stimulation or prolonged exertion. When fatigue strikes, the crew's ability for spontaneous action during emergencies diminishes owing to disturbed presence of mind to take the right decision and this can lead to serious consequences of disaster. A foolproof method has yet to be devised, for "Database of Indian National Seafarers(DINS)", expressed earlier by us "Marine Waves" to look into differentiating the Indian CDC No. and the existing INDOS No.as per M.S. Notice 2 of 2001. One needs to love his own country first, "but what if it is wrong" "Right or Wrong", do people not have the right to express their ideas peacefully? Focus on these issues not from the point of view of a statesman but from the point of view of a person who tries to understand the inner pain and suffering of the seafarers, causing even unwanted complications to documentation of our Indian seafarers, instead concentrate on the social security of the seafarers working in hazardous zones out on the deep seas, earning foreign exchange to their country?

Dr. Chandran Peechulli, Ph.D

Fellow - Institution of Engineers (India).

recommendations. In December last year, Army Chief J J Singh reportedly issued a circular to his officers asking them not to entertain the RTI requests till the government took a final decision on Act's applicability to defence forces.

Subsequently Defence Minister Pranab Mukherjee asserted that the RTI would be applicable to the defence forces.

Apart from defence forces, Delhi Police and Central Bureau of Investigation (CBI) have also sought certain modifications in the Act. While the CBI has demanded that applicants be asked to prove their 'nexus' with the information (interest in information) they seek, the police have sought same status as of paramilitary forces. In another interesting

development, Magsaysay Award winner Sandeep Pandey has submitted an application at the CIC office, seeking information about expenditure on the convention. In the application, he sought to know how much the CIC spent on the convention and paid artiste Jaspal Bhatti and a Rajasthani group, which performed the event.

W o r l d I n f o D e s k

Not in class: THE English high court has held that the underwriters of hull insurance on a tanker damaged by a typhoon were not liable because the vessel's class had been cancelled. The owners had bought the vessel in Korea after it had been damaged by a previous typhoon and obtained hull insurance by way of an endorsement that extended cover under an existing hull policy for the owners' other two vessels. Cover was effective from the date of purchase of the vessel and the endorsement provided for cover subject to a limitation of trading in Indonesian waters only. Additional cover was provided for the delivery voyage from Korea to Indonesia, with coverage given "subject to vessel being in class". The vessel's class was stated in the endorsement to be 'KR', a reference to the Korean Registry of Shipping. On July 4, 2004, the vessel was struck by a second typhoon and went aground. The owners claimed under the hull policy, and the underwriters rejected the claim and sought to avoid the policy. On the date of the grounding, the vessel was not in class with the Korean Registry of Shipping. On March 31, 2004, the vessel's class with the registry had been suspended and on July 1, 2004 it had been cancelled. On June 28, 2004, six days before the damage and the date of the endorsement's inception, the sellers had entered the vessel with the International Maritime Bureau of Panama, which had issued interim class certificates.

Justice Langley held that the reference to 'Class: KR' was a warranty that the vessel was classed with the Korean Registry. The owners were in breach of this warranty as the Korean Registry had cancelled the vessel's class. On this ground alone the underwriters were held not to be liable. The court also found that the endorsement clearly stated that cover for the delivery voyage was "subject to vessel being in class and crewed to class standards". This was held to be a

reference to the Korean Registry only and could not be read as "some or any class". Thus, the underwriters were off-risk at the time of the loss.

Arresting discussion: DOUGLAS Lindsay, of Maritime Resolve Ltd, has written in response to our recent call for comments about the apparent decline in ship arrest appointments. He says, "There are actually three certainties in life - death, taxes, and the next shipping depression." Having been involved in ship arrest and repossession for quite some time, I have watched cycles at work for a long time. Yes, things are quiet just now but, in a market where you have to be incompetent or desperately unlucky not to be making handsome profits, it is hardly surprising that arrests have diminished. With the exception of fringe cruise operators and perhaps cable ships, virtually every kind of thing that floats is making money. "Ah, but for how long? It was many years ago that a wise old head in maritime law said to me that, during a boom, owners are too busy making money to bother with legal action. In a bad market, they turn to their lawyers and sue each other vigorously as an alternative source of income, using all the old claims they've stacked up during the good times. (Question: what happens when the boom time exceeds the statute of limitations?) "Predictions are always a dangerous hostage to fortune, but we suspect that the next slump will see a different sort of arrest predominating. Whereas last time it tended to be the smaller owners with old tonnage who got into difficulties, next time round it may well be new ships which are recovered. Many have been built and paid for at prices which can only show a profit in boom times, and with large sums outstanding banks will not be slow to reach for their security when owners can no longer cover their inflated mortgages. I know, of course the prudent (uninsured?) owner will have put away funds to carry him through the bad times. But back in the real world you don't have to lift very many stones to find a more

cynical and greedy approach - and all those lavish parties will have had to be paid for

Unsigned charter binding: THE high court in England has upheld an arbitration ruling that an unsigned charter party became binding as a result of the conduct of the parties. IN 2001, OSA entered negotiations with DSND for the charter of the "Botnica". DSND had previously bareboat-chartered the vessel from the Finnish Maritime Administration under terms whereby the vessel might need to return to Finnish waters for ice-breaking duties. DSND sent its draft terms for the charter to OSA, which faxed back a signed copy containing handwritten amendments. DSND then signed every page of a full version of the Supplytime 89 Form, which provided in relevant part that the charter terms had to be signed by both parties before becoming binding. O S A never signed



the charter agreement, but the vessel still went on hire in October, 2001, and both parties signed an on-hire statement to that effect. In November, 2001, OSA was advised that the vessel would have to return to Finland, and the parties signed an off-hire statement.

DSND claimed that OSA had not paid the sums due under the terms of the charter. At subsequent arbitration, it was found that the charter was binding, and that the arbitrators had jurisdiction to hear the dispute. OSA applied to the high court for a declaration that the charter was not valid as the requirement for both parties to sign had not complied with and, consequently, the arbitration clause in the charter was not binding either. The high court confirmed the arbitration ruling, noting that, by its conduct, OSA

had chosen to waive its right to rely on the charter requirement for both parties to sign. It was held that both parties had proceeded in a manner which was consistent with the charter being binding, and had even signed on-hire and off-hire statements in accordance with its terms. The arbitrators therefore had jurisdiction to hear the dispute. The case is reported in the latest 'Marine, Energy and Trade Notes', from Barlow, Lyde & Gilbert.

PHIL Anderson of ConsultISM has urged the maritime industry to have its say in an IMO review of the ISM Code. Anderson believes that a full review, to be undertaken over a period of time, is on the agenda of the next IMO Maritime Safety Committee meeting scheduled for the end of November. He says, "Such an opportunity to amend the code will not arise very often. I would urge everyone in the industry to give careful thought to this and to consider submitting ideas and suggestions for possible amendment to your flag state administration or an NGO with which you may be associated - e.g., International Chamber of Shipping, BIMCO, IACS, IFSMA etc., or write directly to IMO.

Emissions solutions. THE International Bunker Industry Association (IBIA) says that moves to further tighten air emission controls on shipping through changes to IMO's Marpol Annex VI must be based on a multiple solution approach. Speaking at IBIA's annual convention in Monaco last week, Ian Adams, secretary-general of IBIA, said, "The international community wants to see a further reduction in sulphur and other air emissions from ships. We support that, but we cannot support simplistic one-stop solutions to the problem. The bunker industry, both users and providers, believes that a combination of low-sulphur heavy fuel oil, distillate fuels, alternative fuels and emission abatement equipment such as scrubbers will together give the shipping industry the means to cut emissions without compromising the safety and efficiency of global shipping." Adams was speaking out in response to calls from Intertanko for all shipping to move to burning distillate fuels only. "It sounds so simple," says Adams. "But in practice it would be very difficult to implement and could compromise both safety and efficiency. We believe that with sensible regulation and by applying the multiple solutions available the industry can reach the same low level of emissions with less disruption. We note that the ICS backs the same multi-stream approach and we

shall certainly be putting this view strongly at IMO, where we have consultative status."

Operating costs: LAST year, ship owners experienced an average increase of just under four per cent in their total operating costs, compared to the previous year. And OpCost 2006, Moore Stephens' operating cost benchmark tool, confirms that the biggest increases were recorded in respect of insurance and crew costs. All vessel categories experienced an increase in total operating costs, but the increases were not as marked as in the previous year, when owners were using the cash generated by a period of strong freight rates to upgrade their ships. This year, overall operating costs in the tanker market, for example, were up by 5.4 per cent on a year-on-year basis, while a smaller increase - of 3.7 per cent - was recorded in the bulk carrier sector. The single biggest increase - of 10.6 per cent - was recorded in respect of insurance. Dry cargo ships, the workhorses of the market, recorded the biggest increase, at 31.2 per cent. Cut-throat competition for business between underwriters in the marine markets has traditionally served to keep premiums down, but the insurance market may have gained some courage from a series of big losses. In P&I, meanwhile, increasing claims costs, higher reinsurance outgoings and generally uninspiring investment returns saw most of the clubs call for significant general increases.



US PSC guide: In an effort to enhance compliance with MARPOL and SOLAS requirements and thereby reduce the frequency of related violations at US ports, BIMCO has made its guide to prepare for port state control inspections in the US globally available on its website. Two versions of the guide are available for download - one, a high-resolution PDF file for quality printing purposes, and the second a low-resolution PDF version that will facilitate quick transmission via e-mail to ships.

E-mail: A COUPLE of weeks ago, we reported that Lizabeth Burrell, current president of the Maritime Law Association of the United States, had joined Curtis, Mallet-Prevost, Colt &

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Mosle as counsel, based in New York. Or, rather, we didn't. We actually referred to Lizabeth as 'Elizabeth', giving her an extra 'E' which wasn't there. This is particularly unfortunate because Lizabeth's initials have a special significance. Both her parents were lawyers and, hoping that the apple would not fall far from the tree, they lopped off the usual 'E' and named their daughter "Lizabeth Lorie Burrell", so that, from birth, she would be an LLB, the old US degree for a Baccalaureate of Laws. Lizabeth, to whom we apologise, says she has accepted her doom.

RP can't fill demand for marine officers:

The Philippines cannot produce enough competent marine officers to meet the global demand for them, a recent study by the Department of Labor and Employment's National Maritime Polytechnic (NMP) said: "We have a shortage. Our ratings or ordinary seafarers could be potential officer but there are factors that hinder their promotion," NMP Deputy Executive Director Nimrod Enriquez said at a press conference. Among the reasons cited by the study are the lack of management skills, commercial knowledge about shipping and lack of knowledge on maritime law. Enriquez also pointed to constant upgrading of skills as required by the International Maritime Organization's (IMO) amended Standards of Training, Certification and Watchkeeping (STCW), which is a requirement every time one is recommended for promotion, as well as the upgrading of skills through examinations by the Professional Regulation Commission (PRC). "It is not our requirement. It is the requirement of the STCW and other shipping firms," he said.

Labor Undersecretary Danilo Cruz, on the other hand, pointed to the Filipino seafarers' failure to finish their college education.

"Most of those who are studying in maritime schools fail to finish their studies. They, sometimes, finish only two years in college, which is why we can't produce officers," Cruz said.

It is precisely why the Commission on Higher Education (CHED) came up with a bridge education for engineering students in universities and colleges, urging them to take up maritime courses and onboard training so that they could have another opportunity to work as seamen aside from being engineers, Cruz said.

The labor department also wanted to adopt distance learning so that seamen aboard ships need not get off their vessels to take up courses.

On the other hand, NMP recommended that PRC have frequent examinations for seamen since their return to the country is erratic and as well as accommodate walk-in applicants for the tests.

It also recommended that seafarers must make an individual career planning, while the government must formulate policies against poaching and pirating and improve the accessibility to licensure exam by PRC.

NMP also proposed that maritime schools include subjects geared toward developing achievement motivation among cadets.

The global seafaring industry is growing at 10 percent annually and would need some 35,000 officers in the next five to 10 years.

The study said 14.8 percent of the officers in the global seafaring come from the Philippines.

The study also showed that 10 percent of the senior maritime officer on board are Filipinos, 24 percent are junior officers, 65 percent are ratings or ordinary seafarers.

Some 169,237 Filipino seamen were deployed in 2005 from January to September, and 189,574 in 2006 for the same period. An average of 749 seamen are deployed every day.

Cruz said that as the trend continues amid the growth in global shipping and preference for skilled Filipino seamen, "we may well exceed the 250,000 level in total global deployment of our seafarers, and even approach the 300,000 mark in the entire 2006."

When it comes to dollar remittances, the seamen's remittances were more "effective" compared with land-based overseas workers, since 70 percent to 80 percent of their salaries are remitted by the shipping companies to their families, he said.

Seafarers' remittances in 200 reached \$1.464 billion and \$1.669 billion in 2005.

According to Enriquez, a chief engineer or a master mariner receives over P300,000 a month, or over \$6,000, while a ratings, or an ordinary seaman, receives only \$530 a month.

Co-operation is key among global players, says Ladyman:

CALLS for greater co-

operation among players in the global shipping industry, support for seafarers and the development of a global navigation system were made yesterday by Britain's transport minister Dr Stephen Ladyman, writes Keith Wallis in Shenzhen.

Suez Energy on course with Florida LNG plans:

Suez Energy's North American unit has received a preliminary green light from the US Coast Guard on its application to build a liquefied natural gas deepwater port in Florida,

Industry bulls see Chinese demand as market saviour:

BUOYANT prospects for the bulk and container shipping markets, especially in China, were laid out by a raft of speakers at the World Shipping (China) summit yesterday.



Fredriksen's drilling vision encounters a hard RØkke:

JOHN Fredriksen has put himself on a collision course with fellow Norwegian tycoon Kjell Inge RØkke and the Oslo Stock Exchange in his attempts to build up his drilling empire.

Britannia Bulk seeks \$200m to fund Baltic fleet expansion:

BALTIC Sea specialist Britannia Bulk is seeking to raise more than \$200m in the bond market to help fund the purchase of eight bulk carriers.

Ponomarev death shocks industry:

IGOR Ponomarev, chairman of the International Maritime Organization's influential Maritime Safety Committee, has died after suffering a heart attack. He was 41.

North of England P&I Club turns up the heat on shipowners:

SHIPS are getting hotter — fatally sometimes for crew members — and the pace of boomtime trading as well as global warming gets the blame.

Evergreen Marine turns red as profits plummet:

TAIWAN'S

largest shipping company, Evergreen Marine, plunged into the red in the first nine months of this year after reporting a T\$2.32bn (\$69.7m) net loss between January and September compared with a T\$1.37bn net profit last year.

Concordia committed to expansion plan: RATES in the product transport trades are “bound to come down” through to 2009-2010 due to an over-supply of ships, but this will not prevent Concordia Maritime from pursuing well-defined expansion opportunities, the president of the Gothenburg group has said.

Kenyan roads and ports \$220m funding pledge: Kenya's government is planning to boost investment resources for infrastructure development — including improvements of port facilities in Mombasa and roads — and has set aside the equivalent of \$220m for road programmes during the current fiscal year alone.

Chile's box lines frozen out as markets cool down: AFTER the vintage years of 2004 and 2005, Chile's container lines are facing up to the harsh reality of trying to make their mark on the world stage.

Nation of seafarers aiming to meet maritime demand: When it comes to shipping in the Philippines one single, immediate association springs to mind: the supply of seafarers.

Three Grand Alliance lines to lay up ships in slack season: THREE major container lines will remove ships from the transpacific trades during the forthcoming slack season.

Share options on offer to secure ship crew loyalty: SHIP managers faced with a shortage of senior officers are considering giving share options to seafarers as a way to increase loyalty.

Estelle Maersk debut delayed by propeller shaft failure: THE introduction of Maersk's second containership behemoth — a sister vessel to the 11,000 teu Emma Maersk — has been postponed by at least a fortnight after a propeller shaft failure during sea trials.

Lines win shipper support over post-conference regime:

CONTAINER lines have produced a trump card in discussions with Brussels over what should replace conferences, with some powerful shippers supporting key elements of their campaign.

Shipping faces call for carbon pricing: CARBON pricing should be extended to the shipping industry, according to a major review of climate change issues released in the UK yesterday.

Share options on offer to secure ship crew loyalty: SHIP managers faced with a shortage of senior officers are considering giving share options to seafarers as a way to increase loyalty.

Standard to set 5% general increase: STANDARD P&I, one of the leading providers of protection and indemnity cover for shipowners, is to ask its insureds for a 5% general increase at the February 20, 2007 renewal date — but will take a more conciliatory stance than it did a year earlier when it carried out a rigorous overhaul of its portfolio.

IRISL reveals boxship and LNG ambitions: ISLAMIC Republic of Iran Shipping Lines has reaffirmed its faith in the continuing strength of the post-panamax market and revealed the full extent of its current fleet renewal programme.

Cochin collision prompts dredger probe: Cochin Port Trust has ordered an enquiry into last Tuesday's collision of two dredgers, which were carrying out maintenance dredging in the port channel.

Angola Oil Major: This is an exciting opportunity to join the Offshore Marine Assurance team of a prestigious Oil Major. The position will be based in their operations offices in Luanda, Angola. The Project will begin production operations in mid 2007. It is the largest single subsea development ever undertaken by the company and presents a number of exciting operational challenges. It is due to build production rapidly to a plateau rate of 220,000 barrels per day, requiring a

lifting every 4-5 days. The FPSO has a nominal storage capacity of 2MM bbl and will export directly to tankers from a remote offloading buoy.

The post-holder will report to the Production Team Leader and will have lifting assistants as direct reports, you will be the functional (expert) advisor to the offshore marine team.



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UK. Lloyd's Register publishes PDC pocket checklist in Chinese

Company news: Lloyd's Register has published a Chinese edition of its successful Reducing the risk of Port State Control detentions pocket checklist for shipowners and operators. Conveniently organised by distinct ship area, the checklist identifies the top 50 most common causes of ship detention. Originally published in English in September 2005, the checklist has been distributed to owners, operators, managers, tertiary institutions, government bodies and flag administrations in 56 different countries. To date, more than 35,000 copies have been distributed worldwide. Since its release, the checklist has been acknowledged as a useful tool in helping owners and operators to reduce the risk of their vessels being detained by Port State Control inspectors.

Stewart Jeffcoat, Fleet Director of UK-based James Fisher Shipping Services, says, "After receiving the checklist on one of our vessels, the crew used the checklist extensively to support its activities before a recent port state control inspection at Rotterdam, at which no deficiencies were recorded.

We feel that the checklist is a really excellent resource for a ship's crew, and we will continue to use it onboard our vessels." Algoma Tankers of Canada is another shipowner which has found the checklist useful. "We initially received two copies from our local Lloyd's Register Group office," says Kevin Minkoff, Senior Marine Superintendent for Algoma Tankers, "and we were so impressed we ordered enough copies for our entire fleet. We have two onboard each ship. We think the content of the checklist is excellent and, physically, the size is perfect."

"China is an emerging force in the maritime industry, in terms of shipbuilding, ship owning and, of course, crewing: "As China is the world's third largest seafaring nation, and this publication is ultimately for seafarers, we felt that a Chinese edition of the pocket checklist was a natural step." The new Chinese edition of the Port State Control inspection pocket checklist is available free of charge and can be ordered from the Lloyd's Register Group's web site (www.lr.org) or obtained from local Lloyd's Register Group offices.

Ras Tanura risk threat may push up Saudi premiums:

LONDON underwriters were assessing whether to charge extra premiums as Lloyd's List went to press for ships sailing to Saudi Arabia after the UK Royal Navy warned of a possible seaborne threat to the country's Ras Tanura oil terminal.

SCI places \$371m order for six new LR-I tankers:

SHIPPING Corp of India has signed a \$371m contract with South Korea's STX Shipbuilding Co for six new LR-I size product tankers.

China urged to start seafarer watchlist to boost reputation:

A WATCHLIST of rogue seafarers would help improve discipline and the reputation of Chinese ratings and officers among international shipowners and shipmanagers, a Chinese manning

conference has been told.

China builds more large oil carriers to secure oil security:

Comtex Energy Via Thomson Dialog NewsEdge) – China's major ocean shipping business operator and the country's largest shipbuilder signed here on Saturday a contract to build four VLCCs (very large crude oil carrier). Li Shaode, general manager of China Shipping Group Company (CSGC), said Saturday that the four 308,000-ton vessels will be built by China State Shipbuilding Corporation (CSSC). He did not specify the value of the contract.

He said that, by the year 2010, the company will have 12 VLCCs in its oil tanker fleet which will have a total carrying capacity of 8 million tons.

By then, he said, CSGC will be capable of carrying more than 100 million tons of oil every year, and will be the critical component of China's oil transporting armoury. Currently, he said, CSGC has three VLCCs. Five other VLCCs being built by Dalian Shipyard will be delivered to CSGC between 2009 and 2010. Industry experts predict that, with the expanded fleet, about half of China's imported crude oil and processed oil will be carried by China's own oil tankers after 2010.

At present, China mainly relies on foreign oil tankers to carry its imported crude oil and processed oil. Domestic oil tankers undertake less than one-fifth of the transportation work. China is now the world's third largest oil importer after the United States and Japan. Last year, China imported 127 million tons of crude oil and more than 30 million tons of refined oil.

China's crude oil imports are expected to rise to 130 million tons this year and the figure will surge to over 200 million tons in 2010. Shanghai-based CSGC, founded in 1997, is one of China's two major state-owned ocean shipping companies. Total tonnage for its 450 ships is 15 million weight tons. It can carry 60 million tons of crude oil and processed oil annually. Beijing-based CSSC, founded in 1999, is a huge conglomerate and state-authorized investment institution directly administered by the central government.

Shipowners facing multiple risks in fuel purchasing:

Bunkerworld's New York 'Squeezing the

bunker barrel' forum begins in three weeks amid more risk potential and volatility facing bunker fuel sellers and buyers than ever before, according to prominent United States-based brokers.

Whereas 10 years ago many ports bunker prices remained unaltered throughout the working week, today bunker prices in major ports change immediately in reaction to global geopolitical events often completely unrelated to fundamentals affecting the market. The aptly-titled Bunkerworld Forum: 'Squeezing the bunker barrel', November 15-17, has attracted an array of expert speakers to discuss and debate risk management, market intelligence and fuel efficiency.

Expert speakers. According to John Colliton, President of Miami-based broker Sea Bunkering Americas LLC, shipowners need to be aware of the newfound perils they face when purchasing bunker fuel - price volatility and unreliable availability.



In a stark warning to buyers of bunker fuel, Colliton said: "The risk you can not cover by hedging your fuel oil requirements you have to minimize by having a daily dialogue with a professional who makes his or her living closely monitoring the bunker market. "Because one day's delay in purchasing the fuel you require most often now translates into \$10.00 to \$15.00 mt loss or gain on that particular purchase." A \$15,000 loss on a 1,000 mt stem is every fuel purchaser's nightmare, but Colliton views this scenario as becoming increasingly prevalent as the key drivers shaping bunker fuel prices shift from the fuel tank into the hands of the fund managers. Referring to commodity trading platforms where futures prices are traded, Colliton assessed that the market was a victim of the fund managers' necessity to maintain an 'unstable market'. "The only way they can't make money is in a stable market so as a consequence we will never see a stable market again as long as the oil futures market exists," Colliton added.

'Unstable market': Those comments were echoed by another experienced broker, RCG International Marine's Bob Glander, who previously told Bunkerworld: "The market is a neurotic market where the structure involves looking over your shoulder and waiting

for something bad to happen and they (fund managers) use that to their advantage." Such is the extent of outside factors now affecting the market, analysts argue, that a jump in crude can lead to suppliers withdrawing prices and even stop quoting altogether until the impact on the crude oil price from becomes clear to the market. Colliton also warned of a second, erstwhile mentioned, pitfall facing increasingly beleaguered bunker fuel buyers: accurate assessment of avails. Colliton stated: "The best a shipowner can do these days is to make sure before he sails from one port that he knows what the supply situation is in all the ports his vessel may be traveling to because along with price volatility comes unreliable availability in many countries."

Volatility: Given the huge costs associated with diverting a vessel to any port for bunkers only, ship operators have to be very mindful of keeping up to speed on availability, Colliton added. The forum will focus on issues relating to the changing dynamics facing the marine fuel sector, with particular focus on risk management, market intelligence and fuel efficiency. To register now for the Bunkerworld Forum: 'Squeezing the bunker barrel', November 15-17, click here.

Court Decision a Victory for Freedom of the Press. Part of Anti-terrorism Act struck down.

Ottawa Citizen journalist

A two-year legal battle between the *Ottawa Citizen* and the RCMP ended last week with a victory for the newspaper and veteran journalist Juliet O'Neill. The Ontario Superior Court struck down as unconstitutional three sections of the Federal Security Act, passed after the September 2001 terrorist attacks in the U.S. In November of 2003, O'Neil wrote an article for the *Citizen* on Syrian-born Canadian Maher Arar, who was arrested by U.S. authorities and deported to Syria in October 2002. The article, which contained information from a leaked document, included testimony from Arar extracted under torture by his Syrian interrogators.

The RCMP raided O'Neill's home in January 2004 and confiscated her belongings in an attempt to discover the source of her information regarding the

Arar affair. "In effect, when the police do this they're trying to turn journalists into agents of the state and trying to use them as an investigative arm of the police themselves, and that's wrong for a number of reasons," says Paul Schneiderheit, President of the Canadian Journalists Association (CAJ). Schneiderheit says the so-called leakage provisions in the three sections essentially made it a crime for journalists to receive leaked documents from government sources. In her ruling, Justice Lynn Ratushny said the provisions were vague and violated the constitutional rights of free speech and justice.

A commission of enquiry last month exonerated Arar of all suspicion of terrorist activity. The commission found that the RCMP had indicated to U.S. authorities that Arar was suspected of having links to Al Qaeda. In another ruling on Tuesday that could further impact the country's anti-terror laws, a Superior Court judge struck down an "essential element" of Canada's legal definition of terrorism, saying it violates freedom of thought, religion and association guaranteed under the Charter of Rights. The ruling could benefit Mohammed Momin Khawaja, who goes to trial in January for alleged terrorist activities. Khawaja is the first to be charged under the Anti-terrorism Act.

O'Neill's computer and other items seized during the search were ordered returned, and in what the *Citizen* called an "unusual move in a criminal case," the Court also ordered the government to pay the newspaper's court costs. In a similar case in 2001, in order to identify an information source, the RCMP tried to acquire documents related to the "Shawinigate" scandal that were given to National Post reporter Andrew Mackintosh. Post owner CanWest News has spent \$500,000 in legal fees defending Mackintosh's right to protect his source.

Canada isn't the only country where journalists are affected by anti-terror laws infringing on free speech. Gag laws included in the Patriot Act introduced in the U.S. after 9/11 is a concern to journalists south of the border, and the American Federation of Radio and Television Artists has condemned the increasing use of legal pressure to intimidate journalists. In 2004, a reporter for a Rhode Island radio station was sentenced to six months of house arrest for refusing to reveal the name of an

individual who provided him with a videotape of an FBI undercover investigation.

In Australia, journalists and activists are banding together to oppose new anti-terror laws which they say interfere with free speech, and a recent bill introduced in Hong Kong allows police to listen in on the phone calls of anyone suspected of breaking a law, often without a warrant. Journalists fear this will inhibit their ability to gather sensitive information. Schneiderheit says there have been a number of court decisions in Canada that have "spoken against" pressuring reporters to reveal their sources, and he's not convinced last week's ruling, even if it isn't appealed, means the police are going to stop trying to uncover journalists' confidential sources. While national security is important, he says, stories that are in the public interest are equally important.



"The CAJ and journalists are certainly not saying that national security is not important or that it is not important to have anti-terror legislation. But at the same time you can't trample freedom of the press, you can't turn us into a police state in the name of security. Security is important, but not at any price."

NOL opts for outsider as new chief executive:

NEPTUNE Orient Lines has stepped outside the liner industry to find its new chief executive, with former Schenker top man Thomas Held taking over the helm from next month.

Held's appointment marks shift in customer relations:

NOL'S decision to choose a new president and chief executive from outside the liner shipping industry reflects recognition that the company needs to be more customer-focused.

National Maritime University:

NEW DELHI: After achieving global excellence in management, engineering and medical education, government has set its sights on setting up a unique National Maritime University and maritime complex across a sprawling 300 acres of land near Chennai. The

university will affiliate all maritime colleges, both government-run and private in India and is also designed to be the first comprehensive and research-oriented maritime academic campus in the world. The campus will also house the country's first Maritime Law College. According to sources, the shipping ministry has prepared a Cabinet note outlining the details of the initiative, which envisages a large role for the private sector. Significantly, the curriculum is not to be restricted to conventional maritime education like navigation, marine engineering and naval architecture, but will encompass transportation and logistics management, a crucial requirement in a sector that is poised for take-off.

The National Maritime Complex will house commercial, academic and cultural institutions related to maritime industry. A Mercantile Marine Department with powers to give approval for maritime education and training, chartering and registering ships for states in south India and for taking decisions on accident enquiries and for litigation in courts in southern states is also proposed.

Hanjin redelivers panamax boxships: HANJIN Shipping is offloading up to eight panamax containerships that it has had on long-term charter for several years.

Anger as master faces 10 years for quayside accident: A GERMAN master jailed in the US and awaiting sentence of up to 10 years after a quayside worker was killed in an accident has become the focus of growing industry anger over the criminalisation of seafarers.

Rokia Delmas: salvors to remove bunker oil: Salvors expect today to begin removing the 560 tonnes of bunker oil aboard the CMA CGM ro-ro containership Rokia Delmas, which has been grounded near the island of Ré off the French Atlantic coast port of La Rochelle since early Tuesday morning, writes Andrew Spurrier in Paris.

Sembawang grabs drillship upgrade: SEMBAWANG Shipyard has scored a goal against Pan-United Marine by winning a S\$30m (\$19m) upgrade to the Neptune Explorer drillship.

Chunnel operator's new debt solution: CHANNEL tunnel operator Eurotunnel yesterday presented its creditors with a new "simple, balanced and realistic" plan for restructuring its £6.2bn (\$11.7bn) worth of debt.

Bahamas proposes major IMO shake-up: THE Bahamas is proposing a radical overhaul of the International Maritime Organization that could see traditional maritime nations lose some of their influence and newer flag states gain greater prominence.

Browne predicts 'tougher' oil market: MARKET conditions and fundamentals will worsen as more production capacity is brought on line.

Rotterdam likely to stay top of European ports: ROTTERDAM will maintain its position as Europe's major port until 2030, suggests a new study by Hamburg's Berenberg Bank together with local economic research institute HWWI.

'Marpol, you are the weakest link': A new report of Gesamp, the joint United Nations Group of Experts on the Scientific Aspects of Marine Pollution, on estimates of oil entering the marine environment from sea-based activities has painted a damning picture of chronic oil discharges from ships (Report No 75, 1988-1997).

Dubai intent on increasing its strength: ALREADY the Middle East's biggest container port, Dubai continues to experience strong double-digit growth in its container volumes.

Panama voters say 'Si' to canal expansion plan: IN A historic vote with widespread ramifications for the international shipping community, the Panamanian electorate has overwhelmingly backed the expansion of the Panama Canal.

North Korea could be made risk area by Joint War Committee: NORTH Korea could shortly be designated a war risk area, a consultancy working for the Joint War Committee representing the London

marine insurance sector has warned.

Tanker Operator is the only international magazine dedicated to the tanker industry and is read by the leading tanker operators, owners, managers, charterers, brokers and equipment manufacturers with an interest in the tanker sector. Tanker Operator's key value is its focus - no other publication in the world focuses exclusively on this specific sector of the shipping industry.

Tanker Operator covers topics such as legislation, ship design, ship equipment and class from the perspective of the tanker industry and provides singularly focused coverage of shipping trends and services as they relate to the tanker sector. The mission of Tanker Operator is to improve understanding and respect of the tanker operations industry among customers, regulators and the industry itself.

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... A must read for everyone in our industry"- Per Heidenreich, president, Heidenreich Marine

"I particularly like the objective journalism which is fast becoming the hall mark of the Tanker Operator. ... this paper stands apart from comparable marine publications" - Peter Goodfellow, CEO, Stelmar Shipping Ltd

"Tanker Operator is a very serious and ambitious magazine which I read with utmost attention. Tanker operation is a neglected part of tanker shipping where finances coups and the big hits and takeovers seem to attract most of the attention. But the success of tanker shipping depends entirely on safe and productive daily and long term tanker operation. We need to focus on daily operation in the tanker industry, as well as on safety and quality. Tanker Operator is an important tool for us in sharing experiences" - Lars Carlsson, chairman of INTERTANKO and president of Concordia Maritime.

Maritime clusters should drive EU policy:

The Green Paper on future maritime policy currently being worked up by the Brussels' machine for the European Union member states focuses on five main themes: Future bright as maritime firms invest in big way Expansion and making plans for future expansion seems to be the principal concern of the maritime industry in Belgium. Industry wins post-fire praise BRITAIN'S Marine Accident Investigation Branch has praised Carnival Corp for its rapid upgrade of fire safety equipment and procedures on its cruiseships following a fatal blaze earlier this year.

Bahamas proposes major IMO shake-up:

THE Bahamas is proposing a radical overhaul of the International Maritime Organization that could see traditional maritime nations lose some of their influence and newer flag states gain greater prominence.

BP profits boost helps offset recent US problems:

ASSET sales and better than expected refining performance helped boost BP's third quarter profits by 58% to \$6.97bn, offsetting the problems from US production operations.

Rotterdam likely to stay top of European ports:

ROTTERDAM will maintain its position as Europe's major port until 2030, suggests a new study by Hamburg's Berenberg Bank together with local economic research institute.

Three New Secretaries-General Appointed:

(Bernama) The Malaysian National News Agency Via Thomson Dialog NewsEdge from BERNAMA, The Malaysian National News Agency KUALA LUMPUR, Oct 13 (Bernama) — Three new Secretaries-General have been appointed to three ministries. The Chief Secretary to the Government's office said in a statement today that Deputy Secretary-General I in the Transport Ministry Datuk Zakaria Bahari has been promoted as Secretary-General of the ministry effective today. He replaced Datuk Muhammad Safaruddin Muhammad Sidek who retired on Oct 8. Zakaria, 54, joined the civil service on Sept 19, 1977 as assistant secretary in the Finance Ministry. Other posts he held included principal assistant secretary of the Finance Ministry's Contract and Supply Division, principal assistant secretary in the Transport Ministry and project head of Malaysian Territorial Waters Monitoring System Project Force in the National Security Division in the Prime Minister's Department. He also served as secretary of the Domestic Shipping Licensing and Maritime Division in the Transport Ministry before being appointed Deputy Secretary-General I at the ministry on Aug 1, 2005

Public Service Commission secretary Mohd Yasin Mohd Salleh has been appointed Secretary-General of the Youth and Sports Ministry effective Oct 26 to replace Datuk Mohd Arif Abu Bakar who will retire on the same date. Mohd Yasin, 54, started in the civil service as an assistant secretary in the Agriculture Ministry on Oct 17, 1977. He went on to become assistant secretary and principal assistant secretary (International) in the same ministry, principal assistant director in the Economic Planning Unit in the PM's Department, special officer to the Finance Ministry Secretary-General and senior private secretary to the Deputy Prime Minister. Other posts he held included principal assistant director in the Security and Administration Sector, Organisation Development Division and director in the Human Resources Management Service Division, Public Services Department before being appointed secretary of the Public Service Commission last March 23.

The third appointment involves Datuk Zakiah Ahmad, the Director-General of the Malaysian Handicraft Development Corporation, who will take over as Secretary-General of the Ministry of

Culture, Arts and Heritage on Oct 29 from Datuk Siti Azizah Sheikh Abod who completes her contract on Oct 28. Zakiah, 55, began her career in the civil service as an assistant director, Finance and Administration Division in the National Unity Board in the PM's Department, on Aug 5, 1974. Before her appointment as Director-General of the Handicraft Corporation on Jan 1, 2002, she held the posts of principal assistant secretary in the Administration and Personnel Division, PM's Department, head of the Amendment Coordination Unit, National Registration Department. She had also served as principal assistant director in the Salary and Allowances Division, Public Services Department, senior private secretary to the Minister of International Trade and Industry and secretary of the Information Ministry's Planning and Research Division

Meanwhile, the director of the Salary and Allowances Division, Public Services Department, Puan Sri Zaiton Mhad (correct) Ali, has been appointed as secretary of the Public Service Commission effective Oct 26. Zaiton, 51, who moved into her present post on Nov 3, 2004, joined the civil service on Nov 26, 1979 as assistant secretary in the Administration Division of the Treasury. Her place in the Public Services Department will be filled by Yap Kin Sian, the deputy director (Salary and Research) in the Salary and Allowances Division, from Oct 26. Yap, 51, joined the civil service on Dec 1, 1979 as assistant director in the Manpower Planning and Administration Modernisation Unit in the PM's Department. He was appointed to his present post on Feb 20, 2002.

Panama voters say 'Si' to canal expansion plan:

IN A historic vote with widespread ramifications for the international shipping community, the Panamanian electorate has overwhelmingly backed the expansion of the Panama Canal.

North Korea could be made risk area by Joint War Committee:

NORTH Korea could shortly be designated a war risk area, a consultancy working for the Joint War Committee representing the London marine insurance sector has warned.

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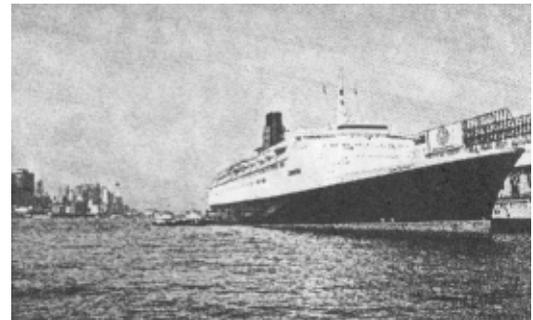
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(Contd. from page 11)

Lerenius to quit ABP top job in wake of Admiral takeover:

BO Lerenius, chief executive of Associated British Ports, will step down next March after almost eight years running the UK's largest ports group.

Harpoon Family: The Missiles:

The sub-sonic, sea-skimming GM-84 Harpoon is the standard anti-ship missile used by the US Navy, and its variants are in service with 27 navies around the world. Boeing lists its range as "in excess of 67 [nautical miles]." The Harpoon Block II is an upgrade program designed to improve the missile's ability to attack targets in congested littoral environments, where nearby land masses and other ships can provide cover for would-be targets. The Block II Harpoon has an increased number of waypoints associated with missile flight, and the GPS/INS provides improved missile guidance to the target area for anti-ship missions. Once it arrives in the area, the targeting system can use shoreline data provided by the launch platform to make it much better at distinguishing between a ship and a nearby land mass; indeed, these upgrades reportedly offer a 90% shrinkage of the previous "missile problem zone" near local shorelines. GPS/INS guided land attack is also possible, and the existing 500 pound blast warhead can deliver lethal firepower against targets which may include coastal anti-surface missile sites and ships in port.



RGM-84 Harpoon launch. The Block II program accomplished leverage progress on several other weapons, using the low-cost Global Positioning System/Inertial Navigation System (GPS/INS) from the Joint Direct Attack Munitions (JDAM) smart bomb program, plus GPS antennae and software from Boeing's Standoff Land Attack Missile (SLAM) and AGM-84K SLAM Expanded Response (SLAM ER) and attack variants. The Harpoon Block II will eventually be capable of deployment from all platforms which currently have the Harpoon Missile system by using existing command and launch

equipment, and a growth path is envisioned that will add integration with the naval Mk 41 Vertical Launch System and related systems. At present, air-launched Harpoon missiles are qualified for use on Nimrod, P-3 Orion, and S-3 Viking maritime patrol aircraft; F/A-18 and F-16 fighters; and B-52 Bombers.

SLAM-ER Highlights Boeing's AGM-84K Joint Standoff Land Attack Missiles-Expanded Response (SLAM-ER) is an advanced derivative of the Harpoon missile, and competes with precision attack missiles like Lockheed's JASSM, and European missiles like the EADS Taurus KEPD 350 and the MBDA Storm Shadow. In service since 2000, it is the primary long-range land attack missile for US Navy F/A-18 aircraft, and has also been ordered by South Korea (F-15K) and Turkey (F-16) as their primary air-launched surface attack missile.

Powered by an air-breathing turbojet engine, the 1,400 pound/ 635 kg SLAM-ER can deliver its 500-pound warhead over 150 nautical miles, flying by INS/GPS navigation at subsonic speeds. The missile can also receive in-flight target position updates, via an In-Flight Flex-Targeting capability and video link. Once it nears its designated target area, the missile activates its imaging infrared (IIR) sensor, using pattern-matching algorithms to compare the target scene with on-board reference images in order to locate the pre-planned aimpoint in the target scene. The Weapon System Operator or pilot can then change the decision taken by the missile, or do nothing and have it continue to its target. A special Stop Motion Aimpoint Update makes this task easier, and allows narrowband datalinks like Link 16 to be used for near-real time battle damage assessment in collaboration with other aircraft and UAVs.

Defense Update adds that "The missile is equipped with a 500 pound derivative of the Tomahawk Block III warhead developed by the Naval Air Warfare Center Weapons Division, China Lake, Calif. The WDU-40/B warhead uses a titanium case shaped specifically to increase penetration and becomes reactive during detonation, substantially increasing the blast and incendiary effects."

Defense Update reports that approximately 700 SLAM missiles in the U.S. Navy arsenal will be retrofitted with the SLAM-ER upgrade.

Unless otherwise noted, all contracts are

issued to Boeing subsidiary McDonnell Douglas Corp. in St. Louis, MO by US Naval Air Systems Command (NAVAIR) in Patuxent River, MD.

Developer working to resurrect Broward Marine:

DANIA BEACH — *Tom Lewis has made millions building houses, shopping centers and high-rises.*

Now, the South Florida developer is taking a shot at rebuilding one of the nation's oldest and most prolific yacht makers.

This fall, Broward Marine enters a new era in its 59-year history, launching a redesigned series of multimillion-dollar megayachts just 19 months after Lewis bought the company in March 2005.

The first of the new fleet — a 120-foot vessel with a raised pilothouse, five staterooms and a hot tub on the flybridge — will make its debut by year's end. Price tag: \$13.75 million.

It's a chance for the 60-year-old Lewis to show supporters and skeptics the results of his efforts to turn around the ailing boat company — South Florida's only megayacht manufacturer, a once-thriving builder that has floundered in recent years with major cutbacks in staff and production.

"They want to see this company succeed and see it come back to where it was," Lewis said. "It really put South Florida on the map in this industry. Broward had a big name and deserves to still have that name." Broward Marine — founded in 1948 by Frank Denison — was one of the country's first megayacht builders and a key player in establishing Fort Lauderdale's boating roots. Denison built more than 300 yachts over five decades, running the company well into his 80s before finally selling in 1998 to Palm Beach County developer Glenn Straub, who also owns the Palm Beach Polo Golf & Country Club in Wellington. At that point, the company had 300 workers and

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You don't have to be a "Writer", all you need to be yourself and pour out your thoughts on Seafarers and their life and work out at sea. Do also write to us of your problems / grievances with full details and the matter will be taken up with the concerned Civil Authorities/Telephone, Electricity Board and other Government Agencies / Departments.

was cranking out about eight yachts a year, Lewis said.

But six years later, when Lewis bought Broward, it had 19 employees and was building about one yacht a year. There was little left of the legendary manufacturer. But Lewis quickly started rebuilding the staff, investing millions in upgrades at the boat yard, and just three months after the sale, announced three new models of Broward Yachts. It was an aggressive approach that has caught the eye of many industry watchers and Broward followers — some hopeful, others doubtful. “It’s been proven that it’s a challenge to take a company out of the ashes,” said Wes Dickman, chief operating officer at HMY Yacht Sales in Fort Lauderdale. “Assuming the new owner has the emotion and passion and does what he says he’s going to do, the company could have great success.”

Banking on the name Lewis is banking on Broward’s brand recognition, the talent he’s brought back to the company and the local marine industry’s support. “There’s always been a special mystique about Broward, just the fact that it was our hometown boat manufacturer,” said Frank Herhold, executive director of the Marine Industries Association of South Florida. “This industry is full of skeptics, and Tom collected his share. I think they’ve all been proven wrong with what’s happened in the past 15 months. While he’s not a boat builder, he’s surrounded himself with some people who are extremely knowledgeable.”

Lewis has rehired many former Broward workers who left under Straub’s ownership. The company now has about 140 employees and is working to hire another 50 or 60. “It’s a new Broward, and it’s going the way it should have been going when Mr. D. sold it,” said metal fabricator foreman Don Emerick, 63, who worked at the company in the 1990s and was one of the first to return after Lewis took over. “It has progressed very rapidly.” Lewis has also reassembled a team of experienced engineers, designers and managers, including Jim Bronstien, the former owner of Rybovich Spencer, West Palm Beach’s legendary sportsfishing yacht builder. Bronstien, 46, came on board as Broward’s chief operating officer in June.

“I believe in where Tom is headed,” he said. “There’s a lot of moving parts to bring this company back to where it was and beyond. But the energizing part is

where it’s been and where it will be. I would not have done this if it were Bill’s Boats.” Some say Bronstien’s leadership has given Broward an added boost of credibility. “The mixture of Jim Bronstien and his experience and Tom Lewis, who’s new to the industry, that’s a good combination,” said Scott Miser, Rybovich’s operations chief who owned a Broward County boat yard for 10 years. “You’ll see some excitement, but you’ll also see some reservations. We’ll wait and see. This is not the first time that Broward has been resurrected.”

Founder an industry pioneer Denison was recognized as a pioneer in his industry, credited with many firsts in yacht building. “He was a mom-and-pop operation that literally grew into a multimillion-dollar corporation,” said Miser, who worked for Broward in the 1970s when the company also had a yard in Saugatuck, Mich. “They were one of the premier builders in the world for a number of years, through the late ’80s and early ’90s.” But disputes between Denison and his sons created turmoil at the company. The last generation of Browards had a reputation of being affordable, as far as megayachts go, but of lower caliber, brokers say. “They had an attractive price, but the quality was a bit suspect,” said Larry Masterman, senior broker with Gilman Yachts in North Palm Beach. “You could get a decent boat out of them, if you put in extra effort and money.”

Bronstien described the former Browards as the “Chevy of the yachts.” “They were reliable, a good value and built OK. There’s loads of them floating all over the world,” he said, remembering a host of Browards that came to the Rybovich boat yard for service. Bronstien and Lewis want to not only revive Broward, but take it up a level. They’ve added tougher construction standards and finer interiors imported from Italy. The new fleet has three models, ranging in size from 105 to 185 feet. Yachts are typically built to order, but Lewis is building his first two Browards on spec to prove himself. The first is nearly finished, with potential buyers in the wings, Lewis said. A third vessel is under way, and already sold. And a fourth, also pre-sold, is slated to start at the first of the year. The new series is aimed at a younger buyer with an eye for entertaining. The two already sold are to buyers under the age of 40, Lewis said.

It takes about 18 months to build a new Broward, which are being constructed to the standards of the American Bureau of

Shipping and the United Kingdom’s Maritime and Coastguard Agency, Lewis said. The voluntary classifications add about a half million dollars to the cost of the yacht, he said, but it ensures the vessel’s quality — key in the highly competitive megayacht market. “This is true yacht building. This is the big boys’ game. You’ve got to do it right,” Bronstien said.

Relocating headquarters. To focus on his new endeavor, Lewis has moved his real estate company’s headquarters from Miami to the third floor of Broward’s facility. Originally from Atlanta and Ponte Verde, Lewis has lived in South Florida since 1978 with stints in Palm Beach, Broward and Miami-Dade counties. He’s spent much of his career in real estate, focusing on high-end residential and commercial developments in Florida, Georgia, North Carolina and California. He’s also a lawyer and restaurant owner.

One of his first Florida projects was Martin Downs in Stuart, where he partnered with the Cummings family. He’s only got one active development project now, in Aspen, Colo., because he’s shifted his attention to his yachts. “I’m here every day. I’m not an absentee owner,” he said. “It’s very exciting to me to not only create the product but to create the team to do it.” Still, when Lewis first looked at buying Broward, he never planned to build boats. He came to buy a yacht, and a marina. Recognizing the lack of slips for the area’s biggest boats, Lewis was interested in buying Broward’s 10-acre boat yard next to Port Everglades for a megayacht marina.

But Straub told Lewis if he wanted the land, he had to buy the entire business. So he did, with plans to liquidate the manufacturing and repair sides of the facility. But friends in the marine industry convinced him that would be a mistake. “They said, ‘it’s an icon. You can’t shut it down,’” Lewis said. He listened, and has since “gotten seriously bitten by the bug.”

“I got fascinated with the product,” he said. His enthusiasm is evident as he shows off the first of the new fleet of Browards under construction. It all starts with flat sheets of aluminum, about \$400,000 worth for each yacht, “all domestic,” Lewis points out. Lewis hopes to see production climb back to six, even eight, vessels a year. “It’s getting the product back out there, getting people to believe,” Bronstien said.

Capt S Bhardwaj, CEO & Director AMET Chennai participated and presented a paper 'Compliance Monitoring and Enforcement for Environmental Obligations' at the joint conference of IFSMA and CMM held at Los Angeles, California, USA.

IFSMA has a consultative status with IMO and has been a key player in the following:- Guidelines on 'Fair Treatment of Seafarers in the event of Maritime Accidents.'

- a) ILO convention 2006 requiring ships to have 'International Maritime Labour Certificate' which will also be subject to Port State Control.
- b) 'Guidelines for Coastal States in cases of Emergencies involving vessels'
- c) 'Fatigue and Safe Manning'
- d) Review of Performance Standards for ECDIS, Integrated Navigation System, Galileo
- e) STCW Convention review
- f) Bulk Carrier Safety
- g) Ballast Water Management

CAMM – Council of American Master Mariners . The AGM started with Pledge of Allegiance and Invocation. Opening remarks were made by National President Capt Tom Bradley, followed by the Chapter Presidents' remarks. **Review and Vote on 'Positions'** – A process of discussions and votes 'ayes' and 'nays' -and then passed as a 'View' if more information is needed or as 'Position' if firm on a stand.

An example of the adopted 'Positions' are as below:-

- a) One man bridge watch – Opposed
- b) No additional officer for ISPS duties – Opposed
- c) Forcing MARPOL compliant vessels 200 miles offshore – Opposed
- d) Double Hull Bulk Carriers – Opposed
- e) Master's Authority for Port of Refuge – Support
- f) Criminalization of Ship Master after accident – Opposed
- g) USCG effort to detect and hold accountable sub standard ships – Support
- h) USCG diluting Master's authority to discharge Ballast in case of emergency/safety considerations – Opposed

There was a 2 hour evening cruise in LA and Long Beach harbour with sponsored cocktails on board and this was followed by dinner at 'Port of Call' restaurant on the harbour front.

On the next day was a visit to s.s. Lane Victory, which is the last fully operational ship of the 534 Victory class ships built. This vessel in those days was named after a 'Black' and today it is graded as a National Historic landmark and maintained by the USMN Veterans.

Directorate General of Shipping, Mumbai

Citizens Charter

The Directorate General of Shipping and allied offices are Committed to fulfill the national and international obligations through administration of MS Act, 1958 and implementation of the international Conventions and Protocols so as to serve Indian Maritime in an efficient manner which would benefit the industry and the country as a whole and the maritime administration is Committed to render all services to the members of public through its allied offices as specified here under. The details of services indicated are those outlined in the MS Act, 1958 and international Conventions and services which are not included and demanded by the citizens are also being rendered on priority as and when asked for.

Administration & Accounts :

(i) Purchase of stores and stationery

Settlement of bills. 15 working days from the date of supply of stores/stationery and receipt of bills.

(ii) Settlement of payments towards services provided by various service providers 15 working days from the date of satisfactory completion of the work and submission of bills.

Shipping Development :

(i) Issuance of General Trading Licence under Section 406 and 407 of MS Act, 1958 provided all the prescribed conditions are satisfied. 3 working days from the date of receipt of application.

(ii) Issuance of Charter permission provided all the prescribed conditions are satisfied. 3 working days from the date of receipt of application.

(iii) Grant of Technical Clearance for Acquisition of vessels over 25 years of age. One month from the date of receipt of application subject to fulfilling all the prescribed conditions.

(iv) Grant of permission for short voyages abroad for dry docking and similar purpose. 3 working days from the date of receipt of applications completed in all respects.

Crew Matters :

(i) Disposal of VIP references regarding seafarers grievances. Within 15 working days subject to obtaining information from the concerned parties.

(ii) Disposal of representations from the next of kin of the deceased seafarers. Within 15 working days from the date of receipt of applications subject to getting requisite details from the related parties

(iii) Disposal of requests for permission to place supernumeraries onboard ships. Within 3 working days from the date of receipt of requests subject to fulfillments of prescribed conditions.

(iv) Authorization for recognition of Manning Agents under MS (Recruitment and Placement of Seafarers) Rules, 2005. Within 5 working days provided all the prescribed conditions are satisfied.

(v) Disposal of references on CDC matters. Within 10 working days provided all the information could be collected.

Recognition of MTOs :

(i) Recognition of MTO under MMTG Act, 1993. Within 15 working days from the date of receipt of application provided all the requirements are satisfied.

(ii) Renewal of recognition of MTO. Within one month from the date of application provided all the conditions are satisfied.

- (iii) Grant of NOC of leaving of containers. 2 – 3 weeks.

Training Matters :

- (i) Inspection of infrastructure of pre sea Training Institute by Academic Councils. Within one month from receipt of application provided all the prescribed conditions are satisfied.
- (ii) Technical scrutiny of inspection reports by Nautical & Engineering Branches and final disposal of the proposal. Within 12 months from finalization of the inspection report provided all the requirements are complied with.

Coastal Shipping Matters :

- (i) Issuance of Identity Cards to sailing vessels? seamen, through Regional Office (Sails). Within 5 working days subject to fulfillment of all prescribed conditions.
- (ii) Renewal, replacement and cancellation of identity cards. Within 5 working days from the date of receipt of applications complete in all respects.

NAUTICAL EXAMINATION:

- (i) Preparation of monthly time table. 20 days before the commencement of examination.
- (ii) Declaration of results. Within 40 days after the last examination for that grade.
- (iii) Conduct of oral examination. On the assigned date of examination.
- (iv) Dispatch of competency certificate. 15/21 days at Mumbai / Outstation MMDs.

ISPS CODE :

- (i) Approval and review of SSP. Within 30 days after the receipt of plan.
- (ii) Issuance of ISSC / CSR. Within 25 days after the receipt of report.
- (iii) Issuance of SOC. Within 25 days after the receipt of report.
- (iv) Review of PFSA / PFSP. Within 30 days after the receipt of plan.

APPROVAL OF PLANS :

- (i) SOPEP / SMPEP / Review Within 15 days after the receipt.
- (ii) P&A manual. Within 15 days after the receipt.
- (iii) GMDSS retrofit plans Within 15 days after the receipt.
- (iv) AIS plans Within 15 days after the receipt.
- (v) LSA plans Within 30 days after the receipt.
- (vi) L&SS plans Within 30 days after the receipt.
- (vii) Bridge layout plans Within 30 days after the receipt.
- (viii) Cargo securing manuals Within 30 days after the receipt.

MEDICAL EXAMINATION MATTERS :

- (i) Approval of medical examiners. Within 30 days after the receipt.
- (ii) Disposal of Appellate cases. Within 20 days after the receipt.
- (iii) Analysis of medical unfit cases 6 monthly basis.
- (iv) Display of approved examiner on DGS website. 6 monthly basis.

MATTERS RELATED TO LIFE SAVING APPLIANCES, RADIO EQUIPMENT AND SERVICE STATION.

- (i) Approval of navigational equipments. Within 30 days after the receipt of letter.
- (ii) Issuance of acceptance letter for Life Saving Appliances, Radio Equipment Within 30 days after the receipt of letter.
- (iii) Issuance of dispensation / exemption letters. Within 15 days after the receipt of letter.
- (iv) Approval of Shore based maintenance agreement. Within 30 days after the receipt of letter.
- (v) Issuance of approval for Life Raft / Rescue Boat Service Station Within 30 days after the receipt of letter.
- (vi) Approval of EPIRB / SART service stations. Within 30 days after the receipt of letter.
- (vii) Shore Wireless Station approval matters. Within 03 days after the receipt of letter.

REGISTRATION OF SHIPS :

- (i) Approval of name Within 3 working days
- (ii) Approval of call sign Within 3 working days
- (iii) Approval of official number Within 3 working days
- (iv) Allotment M.M.S.I./D.S.C.number Within 3 working days
- (v) Approval for change of port of registry Within 7 working days
- (vi) Issues related to closer of registry Within 3 working days
- (vii) Issues related to mortgages Within 7 working days
- (viii) Issuance of extract from Central registry. Within 3 working days

DISPENSATION RELATED MATTERS :

- (i) Issuance of manning dispensation Within 5 working days from receipt of application
- (ii) Issuance of age dispensation Within 3 working days from receipt of application
- (iii) Issuance of supernumerary dispensation. Within 3 working days from receipt of application

VOYAGE PERMISSION & TOWAGE RELATED MATTERS

- (i) Single / Season voyages Within 4 working days from receipt of request.
- (ii) Towage permission Within 4 working days from receipt of request.

ENGINEERING MATTERS:

- (i) Approval of plans of hull, machinery, equipments of fire fighting and oil pollution for vessels built in India and abroad. One month
- (ii) Approval of operating manuals and documents for loading and operation of Indian Vessels. One month

(contd on page 18)

(contd. from page 17)

(iii) Technical scrutiny of proposals for acquisition of ships by Indian Shipowners.	15 days	(viii) Scrutiny and approval of Cargo Securing Manual.	Within one month of submission.
(iv) Examination and Certification of Marine Engineers.	Exam as per monthly schedule. Preparation of COC within 3 weeks after receiving of application in the Directorate.	(ix) Scrutiny and approval of Ventilation and Piping Plans.	Within two months of submission.
(v) Approval and monitoring of various workshops and institutions imparting training to Marine Engineers.	One month	(x) Scrutiny and approval of subdivision calculations of passenger ships.	Within two months of submission.
(vi) Control of statutory surveys of Indian vessels abroad.	One month	(xi) Scrutiny and approval of structural plans of passenger ships.	Within three months of submission.
(vii) Registration of bunker suppliers.	15 days	(xii) Scrutiny and approval of Rescue Boat / Fast Rescue Boat Plans.	Within two months of submission.
(viii) Dispensation regarding requirements of Engineers and other statutory requirements.	7 working days	(xiii) Scrutiny and approval of Life Boat Plans.	Within three months of submission.
		(xiv) Scrutiny and approval of Inflatable Life raft Plans.	Within two months of submission.
		(xv) Approval of fire protection materials such as insulation, flooring, fire class panels, ceiling, fire doors and other furnishing materials.	Within one month of submission.
NAVAL ARCHITECTURE MATTERS :			
(i) Scrutiny and approval of Trim and Stability Booklets of merchant ships, dumb barges, fishing vessels.	Within two months of submission	(xvi) Scrutiny and endorsement of ESP reports.	Within one month of submission.
(ii) Scrutiny and approval of Damage Stability Booklet.	Within two months of submission.	(xvii) Issue of CAS Final Review report and Statement of Compliance.	Within one month of submission of full CAS survey reports.
(iii) Scrutiny and approval of grain stability booklets.	Within two months of submission.	(xviii) Assignment of Govt. of India load line	Within two months of receipt of full survey reports and load line forms from MMDs.
(iv) Scrutiny and approval of tonnage computations.	Within two months of submission.	(xix) Technical Clearance from hull point of view for ships acquisition.	Within three days.
(v) Scrutiny and approval of Crew Accommodation Plans.	Within two months of submission.		
(vi) Scrutiny and approval of Loading Operations Manual.	Within two months of submission.		
(vii) Scrutiny of Structural Fire Protection Plans.	Within one month of submission.		

Note : (1) Sincere endeavor would be made to adhere to these goals but in the event of Officers/Staff concerned on tour or on leave there might be minor deviation from the specified period.
(2) The time allocation mentioned above commences from the receipt of mail in the Branch.

(I) SERVICES (SHIPPING SECTOR)

Details of Services rendered by various offices under D.G. Shipping.

TIME REQUIRED FOR RENDERING SERVICE

	Mercantile Marine Department, MUMBAI	Mercantile Marine Department, KOLKATA	Mercantile Marine Department, CHENNAI
Approval of plans w.r.t. crew accommodation. Trim & Stability booklets, grain loading manuals, LSA, L&SS and Fire Fighting Appliances and Radio Installation (GMDSS) of ships.	Thirty days	Thirty days	Thirty days
Statutory Survey and Certification of Passenger and Cargo ships under SOLAS MARPOL and International Load Line Convention.	72 hrs. notice for survey and one day to issue certificate after rectification of deficiencies.	72 hrs. notice for survey and one day to issue certificate after rectification of deficiencies.	72 hrs. notice for survey and one day to issue certificate after rectification of deficiencies.

Audit under International Safety Management (ISM) Code for Indian Shipping Companies and Ships.	Time frame depends on the preparations made.	Time frame depends on the preparations made.	Time frame depends on the preparations made.
Port State Control Inspection of Foreign Flag Ships.	Order after inspection of the vessels is issued immediately on rectification of the deficiencies.	Order after inspection of the vessels is issued immediately on rectification of the deficiencies.	Order after inspection of the vessels is issued immediately on rectification of the deficiencies.
Industrial surveys and inspection for granting approval to various safety equipment and appliances onboard ships.	Time frame depends on the extent of the survey and inspection.	Time frame depends on the extent of the survey and inspection.	Time frame depends on the extent of the survey and inspection.
Scrutiny of report of the delegated surveys conducted by International.	2 clear working days to examine the report and issue full term	2 clear working days to examine the report and issue full term	2 clear working days to examine the report and issue full term
Classification Societies and issuance of Statutory Certificate.	Certificate of the survey conducted by Classification Societies.	Certificate of the survey conducted by Classification Societies.	Certificate of the survey conducted by Classification Societies.
Statutory Inspection and Certification of Inland Vessels, Sailing Vessels & Fishing Vessels.	One clear working day to issue Certificate of Survey when deficiencies are rectified.	One clear working day to issue Certificate of Survey when deficiencies are rectified.	One clear working day to issue Certificate of Survey when deficiencies are rectified.
Preliminary inquiry in to shipping casualties.	About 3 months to prepare reports provided all the witnesses are examined and their statements recorded.	About 3 months to prepare reports provided all the witnesses are examined and their statements recorded.	About 3 months to prepare reports provided all the witnesses are examined and their statements recorded.

Examination and Certification

Examination of Masters, Mates and Engineer Officers and issuance of Certificates of Competency under STCW Convention.	3 clear working days for the issue of Provisional Certificate of Competency.	3 clear working days for the issue of Provisional Certificate of Competency.	3 clear working days for the issue of Provisional Certificate of Competency.
Examination and certification of seafarers on Inland vessels.	5 clear working days to issue Provisional Certificate to successful candidates.	5 clear working days to issue Provisional Certificate to successful candidates.	5 clear working days to issue Provisional Certificate to successful candidates.
Approval and inspection of all Seafarers Training Institutions in Western Academic Council.	30 days	30 days	30 days

Registration Section

Registration of Indian ships	Two clear working days for grant of certificate of registry.	Two clear working days for grant of certificate of registry.	Two clear working days for grant of certificate of registry.
Registration of Mortgages.	Two clear working days for Registration of Mortgages.	Two clear working days for Registration of Mortgages.	Two clear working days for Registration of Mortgages.
Measurement of Tonnage and issuance of International Tonnage Certificate (ITC) to ships.	One clear day for on receipt of application.	One clear day for on receipt of application.	One clear day for on receipt of application.
Registration of Inland vessels, sailing vessels and fishing vessels.	Two clear working days for grant of certificate of registry.	Two clear working days for grant of certificate of registry.	Two clear working days for grant of certificate of registry.

(III) SHIPPING OFFICES.

(i) Issuance of CDCs: The Continuous Discharge Certificates (CDCs) in the following Categories are issued as per the time schedule subject to fulfilling the prescribed eligibility criteria & verification of documents.

	Time Frame
(a) CDC for Petty Officers	30 days
(b) CDC for Cadet (Batch-wise)	30 days
(c) CDC for T.M.E. (Batch-wise)	30 days
(d) CDC for Certificated Officer	15 days
(e) CDC for Ex-Navy	30 days
(f) CDC for Ratings (Batch-wise)	30 days

(ii) Miscellaneous Services Relating to CDCs. On production of requisite documents for the following categories of CDCs are issued as per time scheduled as shown against each.

	Time Frame
(a) Issue of Additional CDC.	15 days
(b) Issue of Duplicate CDC.	15 days
(c) Revalidation of CDC.	10 days
(d) Conversion of paper CDC to book CDC.	10 days
(e) Authentication of Indentures for Cadet as per Apprenticeship Sea Service Rules, 1960.	01 day

(iii) Payment to the Seamen:		(e) Cancellation of CDCs of retired seamen on his request.	03 days
(a) Settlement of balance wages to seamen.	01 day	(f) Issue of service record to the retired seamen after the cancellation of CDC to take service benefits.	01 day
(b) Settlement of balance wages to deceased seamen's to the widow or next of kin.	30 days		
(iv) Seamen's Welfare Scheme:		(v) Other Services Sign on / off seamen	
(a) Redressal of Seamen's complaint regarding on Board working conditions i.e. drinking water, food, accommodation wages etc.	02 days	(a) Seamen's death inquiry under Section 452 of MS Act, 1958.	30 days
(b) Providing assistance to the families of seamen engaged on board through local government authorities to redress their grievances.	07 days	(b) Disciplinary cases of seamen.	10 days
(c) Referring the sick off-article seamen to the St. George Hospital/Seamen clinic for free medical treatment.	01 day	(IV) SEAFARERS WELFARE FUND SOCIETY	
(d) Settlement of wages dispute between seamen and ships owners under Section 132 of MS Act, 1958.	30 days	Monthly Exgratia Monetary Assistance (MEMA) on half yearly basis	Applications received in a particular half yearly period are cleared soon after the completion of the six month. Subject to submission of requisite documents.
		Ad-hoc Exgratia Financial Assistance to Windows of Foreign Going seamen @ Rs.5000/- and Rs.3000/- to a window of Home Trade seamen.	20-25 days are required, subject to submission of requisite documents along with the application.

Crude oil export drive to sustain suezmax demand over five years:

DEMAND for suezmax tankers is forecast to increase strongly in the next five years, but 2009 threatens to be a pivotal year with a record amount of new tonnage set to hit the market.

Finnlines' investor sparked Grimaldi bid:

EMANUELE Grimaldi's decision to raise the Grimaldi Group's stake in Finnlines to 46.2%, and with it to launch a full takeover bid for the Finnish ferry company, appears to have been prompted by an unsolicited approach from the second largest shareholder in Finnlines eager to sell at price level it regarded as favourable.

Ultrapetrol listing fails to hit expected target:

ULTRAPETROL (Bahamas), the shipping enterprise taken public on the Nasdaq market by the Menendez family, has had to settle for a price of \$11 per share instead of the \$13-\$15 expected, realising gross proceeds of \$137.5m in the bargain.

Bush calls for more LNG terminals to cut dependence on Middle East:

PRESIDENT Bush

has called for the US to approve more liquefied natural gas terminals as part of the nation's efforts to reduce dependence on oil imports from the Middle East.

Brussels threatens IMO rebels with court action:

EUROPEAN Commission maritime policy director Fotis Karamitsos has warned that member states could face legal action if they depart from agreed European positions at the International Maritime Organization.

Greek owners warn of flag losing 400 newbuilds:

GREECE'S shipowners have warned their government that an industry now in its pomp could fade and suffer "unpredictable consequences" if it continues to lack political support.

DryShips chief denies \$22m hedging loss was a gamble:

DRYSHIPS' \$22.3m hedging loss arose not from a "gamble" but a bona fide attempt to protect shareholders against market vagaries, George Economou has declared.

Bulkers collide on Mississippi:

A BULKER sailing down the Mississippi River collided with

another bulker on Monday, causing a 12 ft by 6 ft hole in the latter and disrupting commercial traffic.

Mercator lines up \$100m IPO in Singapore: THE Singapore subsidiary of Mumbai-based shipowner Mercator Lines is to float an initial public offering to raise \$50m-\$100m.

Engineer evacuated

CHENNAI: Ranijindan, a Coast Guard ship, evacuated an engineer who suffered a stroke and was paralysed aboard a ship at sea.

Johnny Lopeç (49), a first engineer in the vessel Sibulk Integrity, suffered the stroke on October 16 and the master of the ship radioed the Maritime Rescue Co-ordination Centre, Chennai, for help.

The CG Ship intercepted the Sibulk Integrity on October 17, 60 km east of the Chennai Harbour and evacuated the patient early the next day to Chennai.

The CG medical team also administered medical treatment and transferred him to a private hospital in Mylapore for further treatment.

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IMO Briefing

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IMO Briefing 38 / 2006

Marine Environment Protection Committee (MEPC) - 55th session: 9 - 13 Oct. 2006

Southern South Africa waters designated as a Special Area, by IMO environment meeting

Amendments to MARPOL designating the waters off Southern South Africa as a Special Area under the MARPOL Convention for the prevention of pollution by ships, have been adopted by the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO), which met for its 55th session from 9-13 October, at Westminster Central Hall, London. The MEPC also made significant progress in developing a new convention on ship recycling and on other issues on its agenda, including ballast water management and air pollution from ships.

Southern South Africa Special Area: The designation of the Southern South Africa waters as a Special Area under Annex I (Regulations for the prevention of pollution by oil from ships) of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78), will provide measures to protect wildlife and the marine environment in an ecologically important region used intensively by shipping. In an Annex I Special Area, any discharge into the sea of oil or oily mixtures from ships of 400 gross tonnage and above is prohibited except when certain conditions apply. Other Special Areas designated under MARPOL Annex I are: the Mediterranean Sea, Baltic Sea, Black Sea, Red Sea, "Gulfs" Area, Gulf of Aden, Antarctic, North West European Waters and the Oman area of the Arabian Sea. The MEPC also agreed a Circular which requests Member Governments and industry groups to comply with the Special Area requirements immediately on a voluntary basis and, in particular, requests them to urge oil tankers to refrain from washing their cargo tanks in the new Special Area, pending the entry into force of the amendment, which will take effect from March 2008.

Revised MARPOL Annex III adopted: The MEPC adopted the revised MARPOL Annex III Regulations for the prevention of pollution by harmful substances carried by sea in packaged form. The Annex has been revised to harmonize the regulations with the criteria for defining marine pollutants which have been adopted by the UN Transport of Dangerous Goods (TDG) Sub-Committee, based on the United Nations Globally Harmonized System of Classification and Labelling of Chemicals (GHS).

Amendments to the Condition Assessment Scheme: The MEPC adopted amendments to the Condition Assessment Scheme (CAS) clarifying the validity of the Statement of Compliance where there is a change of ownership of the ship, change of recognized organization or change of flag and giving the procedures to follow in these cases.

Amendments to the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore supply vessels
The MEPC adopted amendments to the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore supply vessels (LHNS guidelines) consequent upon the entry into force of the revised MARPOL Annex II and the amended IBC Code on 1 January 2007.

Revised sewage standards: The MEPC adopted revised Guidelines on implementation of effluent standards and performance tests for sewage treatment plants. The revised guidelines, which will apply to sewage treatment plants installed onboard on or after 1 January 2010, replace the Recommendation on international effluent standards and guidelines for performance tests for sewage treatment plants adopted by resolution MEPC.2(VI) in 1976.

The MEPC also adopted a standard for the maximum rate of discharge of untreated sewage from holding tanks when at a distance equal or greater than 12 nautical miles from the nearest land.

Recycling of ships: The MEPC Working Group on Ship Recycling further developed the text of the draft Convention providing globally applicable ship recycling regulations for international shipping and for recycling activities and it agreed to request the IMO Council, at its 98th session (in June 2007), to consider

the allocation of a five-day international conference in the 2008-2009 biennium to adopt it.

It is intended that the Convention will provide regulations for: * the design, construction, operation and preparation of ships so as to facilitate safe and environmentally sound recycling, without compromising the safety and operational efficiency of ships; * the operation of ship recycling facilities in a safe and environmentally sound manner; and * the establishment of an appropriate enforcement mechanism for ship recycling, incorporating certification and reporting requirements.

A correspondence group was established to continue developing the draft convention and related guidelines and it was agreed to hold an intersessional meeting of the Ship Recycling Working Group, ahead of the next MEPC session scheduled for July 2007.

Harmful aquatic organisms in ballast water: The MEPC adopted the following guidelines, which are part of a series developed to assist in the implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) adopted in February 2004:

- * ballast water exchange design and control standards (G11);
- * design and construction to facilitate sediment control on ships (G12);
- * designation of areas for ballast water exchange (G14);
- * sediment reception facilities (G1); and
- * ballast water reception facilities (G5).

Six other guidelines in the series have already been adopted during the last two sessions of the MEPC. The Sub-Committee on Bulk Liquids and Gases (BLG) was instructed to finalize guidelines on additional measures including emergency situations (G13).

Meanwhile, following consideration of the report of the second meeting of the GESAMP Ballast Water Working Group, which met in May 2006, the MEPC granted Basic Approval to two BWM systems proposed by Japan (the Special Pipe Ballast Water Management System (combined with Ozone treatment)) and Sweden (the EctoSys⁺ electrochemical system).

The Ballast Water Review Group met during the session to evaluate the latest information on ballast water treatment technologies and to determine whether appropriate technologies are available to achieve the ballast water performance standard required under regulation D-2 of the BWM Convention by 2009, the first date specified in the Convention under which new ships must comply with the performance standard. Based on the Review Group's conclusions, the MEPC noted that type-approved ballast water management systems would probably be available for installation prior to the first application date of the BWM Convention. However, the installation of type-approved ballast water management systems on ships already contracted to be built in or after 2009 may not be feasible or only possible at excessive cost and/or delivery delay.

The MEPC noted two options as suggested in the report of the Review Group: (1) to amend the first application date specified in the BWM Convention; or (2) to develop an exemption procedure for the first set of vessels. In response to the above suggested options, the Chairman of the MEPC stated that the amendment procedure of the BWM Convention (described in Article 19) could not be applied until the Convention is in force. The Committee strongly urged all Member Governments to ratify the Convention at their earliest convenience so that either amendments or exemptions could be considered by the MEPC as soon as the conditions for entry into force are satisfied.

In order to address the concerns related to the availability of appropriate technologies, the Committee invited Administrations to develop recommendations to ensure that owners allow for technology to be included in ship design; invited Administrations with land-based testing facilities to supply information to the next session of the Committee (in July 2007) on the existence, utilization, capacity, accreditation and capabilities of their facilities; and invited Member States and observers to submit information on the estimated number of vessels in the first category to which the Convention may apply.

The MEPC noted that, to date, only six countries representing 0.62% of the world tonnage had become contracting States to the BWM Convention and once again urged Member States to ratify it at the earliest possible opportunity.

Prevention of air pollution from ships: The MEPC agreed a work plan, with a timetable, to identify and develop the mechanisms needed to achieve the limitation or reduction of carbon dioxide (CO₂) emissions from ships, noting that climate change caused by greenhouse gas emissions from the burning of fossil fuel is a steadily growing concern for most countries. The MEPC noted that shipping, although an environmentally friendly and fuel-efficient mode of transport, nevertheless, needs to take action on greenhouse gases (GHG).

The work plan provides for the further development of the CO₂ Emission Indexing Scheme, with Member States and the industry asked to continue to carry out trials in accordance with the Interim Guidelines for Voluntary Ship CO₂ Emission Indexing for Use in Trials (MEPC/Circ.471, issued in 2005); the consideration and evaluation of methodology for CO₂ emission baseline(s); and the consideration of technical, operational and market-based methods for dealing with GHG emissions. The aim is to complete the work by 2008/2009.

Following discussions in the Working Group on Air Pollution, the MEPC moved forward with other issues relating to air pollution as follows:

- * it agreed eight unified interpretations relating to the implementation and enforcement of MARPOL Annex VI, the NO_x Technical Code and related guidelines;
- * it approved the standard form of the Sulphur Emissions Control Area (SECA) Compliance Certificate to facilitate uniform enforcement and port State control;
- * it approved the establishment of a correspondence group to develop wastewater discharge criteria for exhaust gas SO_x cleaning systems;
- * regarding standardization of on-shore power supply connections with ships, it agreed that a global standard would benefit the shipping industry but agreed to await the finalization of such a standard before taking any decision on its possible inclusion in the revised MARPOL Annex VI, noting that the International Organization for Standardization (ISO) and the International Electrotechnical Commission (IEC) have established a working group on standardization of on-shore power supply for ships at berth; and
- * it agreed that co-operation between the secretariats of the International Civil Aviation Organization (ICAO) and IMO should be strengthened and that developments related to GHG emissions in both Organizations should be communicated to each other.

The Sub-Committee on Bulk Liquids and Gases (BLG) is currently undertaking a comprehensive review of MARPOL Annex VI and the NO_x Technical Code and an intersessional meeting of the BLG Air Pollution Working Group will be held from 13 to 17 November 2006 in Oslo, Norway, to progress the work further.

Sulphur monitoring: The MEPC noted the results of monitoring of the worldwide average of sulphur content of residual fuel oils, which indicated that in 2005, almost 90% of the samples had sulphur contents between 1.5 and 4% m/m. Almost 50% was between 2 and 3% m/m. 219 out of 79,592 (0.3%) of the samples were over 4.5% m/m sulphur, and 5 samples contained more than 5% sulphur (compared to 7 samples in 2004). The sulphur content of residual fuel measured for 2003, 2004 and 2005 gave a three year rolling average for the period of 2.7%. The rolling average for 2002-2004 was 2.67%.

Inadequacy of shoreside reception facilities: The MEPC approved an Action Plan to tackle the alleged inadequacy of port reception facilities - seen as a major hurdle to overcome in order to achieve full compliance with MARPOL. The Plan was developed by the Sub-Committee on Flag State Implementation (FSI) and it is hoped that its outcome will contribute to the effective implementation of the MARPOL Convention and promote quality and environmental consciousness among administrations and shipping.

The Plan contains a list of proposed work items to be undertaken by IMO with the aim of improving the provision and use of adequate port reception facilities, including items relating to reporting requirements; provision of information on port reception facilities; identification of any technical problems encountered during the transfer of waste between ship and shore and the standardization of garbage segregation requirements and containment identification; review of the type and amount of wastes generated on board and the type and capacity of port reception facilities; revision of the IMO Comprehensive Manual on Port Reception Facilities; and development of a Guide to Good Practice on Port Reception Facilities. With regard to regional arrangements, the Committee agreed to recognize them as a means to provide reception facilities in light of the MARPOL requirements, taking into account the benefit of having such regional arrangements in place.

Review of MARPOL Annex V: The MEPC established an intersessional correspondence group to develop the framework, method of work and timetable

for a comprehensive review of MARPOL Annex V Regulations for the prevention of pollution by garbage from ships and the associated Revised Guidelines for the implementation of MARPOL Annex V. The review will take into account resolution 60130 of the UN General Assembly, which invited IMO to review MARPOL Annex V, in consultation with relevant organizations and bodies, and to assess its effectiveness in addressing sea-based sources of marine debris.

Transport of bio-fuels and bio-fuel blends: The MEPC agreed to address the increasing transport by sea of bio-fuels and bio-fuel blends as cargo, in order to clarify the regulations which apply. Bio-fuels are considered to fall under MARPOL Annex II when transported as products intended for blending with petroleum or mineral products but, when carried as blended products, it becomes unclear whether their carriage should be in accordance with MARPOL Annex I or Annex II. The MEPC instructed the Sub-Committee on Bulk Liquids and Gases (BLG) to include on its agenda a new high-priority item on "Application of requirements for the carriage of bio-fuels and bio-fuel blends", with a target completion date of 2008.

Technical Co-operation: The Committee was provided with an update on the marine environment protection-related technical co-operation activities under IMO's Integrated Technical Co-operation Programme (ITCP), the purpose of which is to assist countries in building up their human and institutional capacities for uniform and effective compliance with the Organization's regulatory framework. This covered activities carried out with IMO and donor financing, including the following programmes funded by the Global Environment Facility: Building Partnerships for Environmental Protection and Management of the Seas of East Asia (PEMSEA); Building Partnerships to Assist Developing Countries to Reduce the Transfer of Harmful Aquatic Organisms in Ships' Ballast Water (GloBallast Partnerships); Development of a Regional Marine Electronic Highway (MEH) in the East Asian Seas; and the IMO/UNEP/UNIDO Guinea Current Large Marine Ecosystem (GCLME) Project. Information was also provided on the EC/MEDA financed project on EUROMED Co-operation on Maritime Safety and Prevention of Pollution from Ships (SAFEMED);

The Committee acknowledged and expressed gratitude to IMO and its partners for their financial and/or in-kind contributions to the ITCP and invited Member States, international organizations and the shipping and oil industry to continue and, if possible, increase their support.

OPRC-HNS implementation

The MEPC considered the report of the fifth meeting of the OPRC HNS Technical Group, which met in the week prior to the Committee's session and approved an MEPC circular on Briefing package for senior government officials and high-level executives in the event of major oil spills, which is intended to facilitate the preparation of a comprehensive but concise brief for senior government officials and high-level executives, as well as a revision of the Manual on oil pollution Section I - Prevention.

The MEPC also approved the Guidance document on planning and response to chemical releases in the marine environment that was prepared by the OPRC-HNS Technical Group and agreed at its fourth session.

Oil spill in Lebanon

The MEPC was provided with a status report on the response to the Lebanon oil spill and agreed that the OPRC HNS Technical Group should look into any lessons learned. What was reportedly one of the worst oil spills ever suffered in the Mediterranean resulted in an estimated 15,000 tonnes of oil escaping into the marine environment affecting over 150 km of shoreline, primarily in Lebanon, but also with some impact to the coast of southern Syria. IMO initiated numerous actions - within the framework of UNCLOS and the OPRC and Barcelona Conventions - and REMPEC, the Malta-based Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea, which is jointly administered by IMO and UNEP, was activated at the earliest stages of the incident to mobilize and co-ordinate regional and international assistance; co-ordinate the development of an action plan with the participation of other technical and scientific experts and organizations; and deploy various experts to support the Government of Lebanon in managing the response to the spill.

IMO's Children's Initiatives

The MEPC noted with appreciation presentations made by two 12 year olds from Greece and Turkey, representing the Junior program of the International Marine Environment Protection Association (Intermepa), on their activities to protect the marine environment, as well as a range of initiatives aimed at children which were outlined by the IMO Secretary-General.

PASSING OUT CEREMONY FOR GRADUATE MARINE ENGINEERS - BATCH 07 AT MARITIME FOUNDATION, CHENNAI HELD ON 31.10.2006

Maritime Foundation, Chennai, one of the premier Maritime institutes for marine training held a colourful ceremonial function at their campus at Ambattur, Chennai on 31.10.2006 to award the passing out certificates to Graduate Marine Engineering Trainees, Batch No. 07.

Shri K. Chidambaram, Founder-Director, Chidambaram Institute of Marine Engineering Technology, Chennai, presided over the function and distributed the Certificates

Addressing the function Mr. Chidambaram advised them to work hard and produce the best performance on-board. He advised them to prepare themselves for a meaningful and adventurous career at sea by performing well in their work and exhibit a good attitude. He personally expressed that India sea farers have adequate technical knowledge and skills, needed to imbibe the right attitude and develop an adventurous spirit and disciplined work culture to maintain their superiority over seafarers of other nationalities.

Rear Admiral Ram Sagar (Retd.), Executive Director, Maritime Foundation briefed about the important role played by the Maritime Foundation in parting the best of training in the most disciplined atmosphere to bring about the best work culture out at sea, to suit the shipping industry needs of the day. He expressed that Mr. Jinesh Ramesh of GME/05 batch have brought laurels to the Institute by his achievement in the All India Level Technical Paper Presentation.

Sri V. Mohanan, Chief Executive Officer, Maritime Foundation Chennai thanked the Chief Guest for taking off his busy schedule and appear here to grace the occasion with his valued words of advice to the passing out trainees. Sri Mohanan expressing his thanks presented a memento to the Chief Guest.



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