



UK Sailors - Speaks Out

One of the British sailors detained by Iran for nearly two weeks believed she was being measured for a coffin, a newspaper reported Monday. The Sun newspaper also reported that Faye Turney, 25, was told by her captors that her 14 male colleagues had been released while she alone was being held. Another sailor, Arthur Batchelor, 20, said he was singled out by his captors because he was the youngest of the crew.

The interviews were the first results of the Ministry of Defense's decision to allow the former captives to sell their stories to the media. The financial arrangements for Turney and Batchelor were not disclosed, but Turney said the offer she accepted was not the largest she had been offered. The Sun said Turney feared at one point that she would be killed.



'One morning, I heard the noise of wood sawing and nails being hammered near my cell. I couldn't work out what it was. Then a woman came into my cell to measure me up from head to toe with a tape,' The Sun quoted Turney as saying. 'She shouted the measurements to a man outside. I was convinced they were making my coffin.' Turney said she asked one Iranian official where her male colleagues were. 'He rubbed the top of my head and said with a smile, 'Oh no, they've gone home. Just you now,' she said. At another time, Turney said the same official asked her how she felt about dying for country. By her fifth day in detention, she said she was told that she could be free within two weeks if she confessed that the crew had intruded into Iranian waters. 'If I didn't, they'd put me on trial for espionage and I'd go to prison for several years. I had just an hour to think about it,' The Sun quoted her as saying. 'If I did it, I feared everyone in Britain would hate me. But I knew it was my one chance of fulfilling a promise to Molly (her daughter) that I'd be home for her birthday on May 8. I decided to take that chance, and write in such a way that my unit and my family would know it wasn't the real me.'

Batchelor said in an interview with the Daily Mirror that he found his capture 'beyond terrifying.' 'They seemed to take particular pleasure in mocking me for being young,' he said. 'A guard kept flicking my neck

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with his index finger and thumb. I thought the worst.' Retired Maj. Gen. Patrick Cordingly said Monday he believes the sailors and marines were being used 'almost as a propaganda tool' by the British government. 'I was depressed because I thought the team were so good on the press conference - they didn't overplay their unpleasant experience and we could all imagine what they had gone through,' Cordingly said in a British Broadcasting Corp. radio interview. 'I think it's unfortunate the (Ministry of Defense) are using the sailors and Marines in this way. They are using them almost as a propaganda tool and it seems to be encouraging us to feel irritated with Iran rather than dialogue going on,' he said.

SEA ASIA - "A TREMENDOUS SUCCESS"

Singapore: • **interactivity of the sessions.** Many of our key exhibitors have given such positive feedback that I am sure that our next show in 2009 will only be bigger and better. "I would like to thank one and all for making the inaugural Sea Asia a tremendous success." Christopher Hayman, the Chairman of Seatrade, said the inaugural Sea Asia had exceeded everyone's aspirations. "The show has been a revelation and is now geared to become one of the great

international maritime gatherings. I'd like to thank everyone who has worked so hard to make Sea Asia such a success. In particular, I would like to pay tribute to our partners the Singapore Maritime Foundation for their unstinting support and encouragement." One of the key successes of Sea Asia week was judged to be the number of satellite and side events which combined to produce a maritime industry buzz. A series of press conferences, social events, announcements, parties, side presentations attended by a wide cross section of the maritime industries in Asia demonstrated the show's all embracing chemistry. For example, The Baltic Exchange formally launched its representative office, choosing Singapore as the location of its first ever overseas office in a 250 year history. There was also a party to mark the Standard P&I Club's 10th anniversary of the opening of the club's offices in the Republic and many other social events. Peter Swift, managing director of INTERTANKO, a Sea Asia supporting organization, said: "We are delighted to have been a supporter of Sea Asia - it has been a major success. We look forward to actively participating in the next Sea Asia in 2009." Exhibitor Van West-Holland, the problem solver in the West in diesel engine spare parts, lauded Sea Asia as "explosive", saying "We saw exactly the right buyers and technical visitors from major potential clients. "The show was so busy at times that our staff could not keep up with demand." "As a result, we will be doubling the size of

our presence at the next Sea Asia in 2009." The company's sentiments were echoed by a huge number of other exhibiting companies. The Indian Registry of Shipping, Germanischer Lloyd, COSCO, Korean Register, Class NK, Busan Port Authority and ShipServ Ltd, Eurasia Ship Management, International Registries Inc, the maritime and corporate administrator for the Marshall Islands, and Lloyd's Register have all confirmed their intention to return in 2009. Many companies will return to Sea Asia with substantially larger stands. Many of the 'repeat' stands at the next Sea Asia will be double in size. Andy Easdown, country manager for Lloyd's Register in Singapore, praised Sea Asia, saying: "Sea Asia has exceeded our expectations. It has been extremely busy and the quality has been top notch. "The Asian shipping community is clearly passionate about this event and we shall be returning for Sea Asia 2009".

Pictured on PSA stand, the launch moment for an



explosive welcome to the Guest of Honour arriving on the Exhibition floor following the official Sea Asia 2007 opening.

Tan Puay Hin, PSA Chief Operating Officer, Singapore Terminals; Mrs Lim Hwee Hua, Minister of State for Finance and Transport; Raymond Lim, Minister for Transport and Second Minister for Foreign Affairs; His Excellency SR Nathan, President of the Republic of Singapore; SS Teo, Chairman of Singapore Maritime Foundation; and Kuah Boon Wee, PSA CEO, Southeast Asia & Singapore Terminals; Christopher Hayman, Chairman of Seatrade.

Smuggling cars in the Persian Gulf were seized by Iranian naval vessels off the Iraqi coast on Friday, British and U.S. officials said.

The British government summoned the Iranian ambassador in London and demanded "the immediate and safe return of our people and equipment." The lightly armed Royal Navy personnel were operating from two inflatable craft when they were challenged by the larger Iranian patrol boats. The U.S. navy, which

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From the Editor's Desk

"MARINE WAVES" URGES FRESH THINKING IN ENSURING G O O D G O V E R N A N C E .



RTI Act involves all the people in nation building. Hence, "Citizens have the right to know what their government is doing". (RTI) Act was introduced, because people should not only have the right to information but could also share and cooperate with their government-machinery, interacting for the good. Similarly, our government need to encourage the people for the good, of its own country in common, to involve in nation building. By using RTI Act, in the right manner, a good culture of social revolution can be then brought about.

Media came into existence to expose truly and fairly, the reality of the situation, for general awareness and early corrective development action. The Regulatory framework is imperative to be put in place in shipping, to resolve all disputes and differences, then and then in a fair and just manner, before it grows into an alarming level. "Mariners inducted into the department are too good, generally for their own good". Some of them stoop too low, not maintaining their decency and decorum of their office held, availing seafarer's accommodation, instead of making their own accommodation, unlike other government officers. "Room Tariffs" in Seafarers club, made to suit their own convenience. All of this, owing to absence of a common regulatory philosophy, guiding the evolution of regulatory institution, in infrastructural sectors. The Retired bureaucrats favored with elite positions while relinquishing from their active service, in order to keep to Gandhi an ways, keeping their eyes, ears and mouth shut. Grouping their own men of vested interests, as committee members, to safeguard their own personal interests. As a Corporate Member of the Chennai Press Club, and Managing Editor & Publisher of "Marine Waves" an accredited monthly maritime newsletter, self not invited for the National Maritime Day Celebrations programmed, despite prior query nor called for the arranged PRESS Meet, apparently shows lack of transparency in the dealings. Expressed my protest to the Secretary, NMDC Chennai, on the 5th April 2007, National Maritime Day.

It's hard to move forward while looking backward, but without looking backward we fail to give gratitude for accomplishment or to learn from failure - both necessary for future success. "Keep taking steps in a certain direction and you're going to end up where you're headed." Though disasters have a way of ignoring your well laid plans. Change your Plan... if disasters make it necessary. I assure you... life's a lot more fun and disasters are a lot less disastrous!

I have long believed during my sailing days that in shipping - the real cause of accidents were generally covered up, to please the vested interests, by not exposing the real facts, to get away by cheap manner of expression "Human Error". Of course, to err is human. Just because we all make errors, mistakes and slips and hence bound for deficiencies and defects, the same should not be mercilessly done, for the criminals to get away scot-free and giving no room for appropriate corrective action, expresses morally incapable of effective self-regulation, owing to the advent of communication-age, with pagers, mobile phone, satellite, computers etc. Nowadays, surveyors find the situation scary to yield under pressures or be easily purchased as before. enlightened surveyors and the media made the difference, to build respect and credibility within the very same sectors.

"Everyone knows that India will be a knowledge superpower; but, for it to become a superpower in economy, our curriculum should not only be job-oriented, but made research oriented. Only then can we stop borrowing technology from the West".

The need to address status of Teachers and so called Trainers, in Maritime Institutions. They should be motivated by their Managements to enhance their qualification. Only when good pay packages are paid to the qualified, we can expect the best out of them, to produce C O C's of upgraded quality standards, with modern theory, and practice oriented courses, to meet the specific job assignments out at sea, for optimized efficiency and to be of high class international standards. Seafarers - out at sea pay-packages are more governed for their personal risks and sacrifice, living away from their close and near dear ones. One should not compare this and corrupt themselves, for illegal means of earning fast money. Management of Maritime Institutions, to be in constant touch with the industry, for bringing about changes in the curriculum. Guest lectures to be invited from veterans out at sea, to share their long rich sea experience, as good rich experience is more valuable than a research degree, and also from those with long rich teaching experience, rather than depending only on the half-baked, ill conceived teaching faculty of mariners, more as marketers. Theory and practice need to go hand in hand, for the continuous upgrading of skills, to meet the changing and challenging times, attracting high caliber people into the fast growing and high tech shipping industry. Shri. R. Radhakrishnan, Vice Chancellor of Anna University rightly said that "we can rectify the dearth in manpower, only by upgrading the qualification and skills of our people, both in the fields of education and industry". "A maritime-related career does not necessarily mean a sea-going one. There are abundant job opportunities in technology, design, manufacturing, logistics, financial services and other fields". Many do not have a clear picture of what life in the maritime sector is all about.

Dr. Chandran Peechulli, Ph.D; FIE(India)

Fellow - Institution of Engineers (India) , Executive Member - Indian Institute of Standards Engineer, T N Chapter.

Fellow- Indian Institution of Plant Engineers and Ex.Vice Chairman TN Chapter,

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(Contd. from page 2)

operates off the Iraqi coast along with British forces, said the Britons did not appear to have been harmed and that Iran's Revolutionary Guard naval forces were responsible.

Britain's Defence Ministry said the Royal Navy personnel were "engaged in routine boarding operations of merchant shipping in Iraqi territorial waters," and had completed a ship inspection when they were accosted by Iranian vessels. "We are urgently pursuing this matter with the Iranian authorities at the highest level," the ministry said. No one could be immediately reached for comment at either government offices in Iran or at the Iranian Embassy in Baghdad. An Iranian official at the UN mission in New York said he was not aware of the report and could not immediately comment. Iran is in the middle of its New Year holiday when almost all government offices close.

The U.S. navy said the incident occurred just outside a long-disputed waterway called the Shatt al-Arab dividing Iraq and Iran. It came as the UN Security Council is debating further sanctions against Iran over its disputed nuclear program, and amid U.S. allegations that Iran is arming Shiite militias in Iraq. Cmdr. Kevin Aandahl of the U.S. navy's Fifth Fleet, currently operating out of Bahrain, said a "very limited exchange of communication" occurred between the Iranian Revolutionary Guards navy after it had intercepted the Royal Navy service members saying "that no harm had come to any personnel and that they were being taken to a place of safety."

The Iranians said they had captured the sailors and marines because they were operating inside Iranian territorial waters. "The Royal Navy replied that they were well inside Iraqi territorial waters (and) that was the end of the conversation," Aandahl said. The United States, Britain's chief ally, has built up its naval forces in the Gulf in a show of strength directed at Iran. Two American carriers, including the USS John C. Stennis - backed by a strike group with more than 6,500 sailors and marines and with additional

minesweeping ships - have arrived in the region in recent months, ratcheting up tensions with Iran. There has been concern that with that much military hardware concentrated in the Persian Gulf, a small incident could spiral out of control and trigger a major confrontation. Rhetoric between western countries and Iran has escalated in recent months. In February, President George W. Bush accused the Iranian government of being "belligerent, loud, noisy, threatening - a government which is in defiance of the rest of the world and says, 'We want a nuclear weapon.' "

Earlier this week, Ayatollah Ali Khamenei, whose government says it wants to develop nuclear technology for purely peaceful purposes, said if western countries "want to treat us with threats and enforcement of coercion and violence, undoubtedly they must know that the Iranian nation and authorities will use all their capacities to strike enemies that attack." The British Defence Ministry said the Royal Navy personnel were in two inflatable boats from the frigate HMS Cornwall during a routine smuggling investigation. A statement from the U.S. navy's Fifth Fleet said the British sailors had just finished inspecting the merchant ship about 10:30 a.m. Friday "when they and their two boats were surrounded and escorted by Iranian vessels into Iranian territorial waters." Aandahl said the British crew members were intercepted by several larger patrol boats operated by Iranian sailors belonging to the Iranian Revolutionary Guard Corps Navy, a force that operates separately from the country's regular navy.

The Iranian boats normally carry bow-mounted machine-guns, while the British boarding party carried only sidearms, Aandahl said. No shots were fired and there appeared to be no physical harm done to any personnel involved or their vessels, Aandahl said. The seizure of the British vessels, two rigid inflatable boats known as RIBs, took place in long-disputed waters just outside of the mouth of the Shatt al-Arab waterway that divides Iraq from Iran, Aandahl said. A 1975 treaty gave the

waters to Iraq and U.S. and British ships commonly operate there, but Aandahl said Iran disputes Iraq's jurisdiction over the waters. "It's been in dispute for some time," Aandahl said. "We've been operating there for a couple of years and we know the lines very well. This was a compliant boarding, this happens routinely. What's out of the ordinary is the Iranian response." Aandahl said the U.S.-led task force has touchier relations with the Revolutionary Guard - which often ignores normal maritime operating traditions - than with the regular Iranian navy. A fisherman who, asked not to be identified, said he was with a group of Iraqis from the southern city of Basra fishing in Iraqi waters in the northern area of the Gulf said he saw the Iranian seizure.

"Two boats, each with a crew of six to eight multinational forces, were searching Iraqi and Iranian boats Friday morning in Ras al-Beesha area in the northern entrance of the Arab Gulf, but big Iranian boats came and took the two boats with their crews to the Iranian waters," said the fisherman, contacted by telephone by an AP reporter in Basra. The Cornwall's commander, Commodore Nick Lambert, said the frigate lost communication with the boarding party, but a helicopter crew saw the Iranian vessels approach. "I've got 15 sailors and marines who have been arrested by the Iranians and my immediate concern is their safety," Lambert told British Broadcasting Corp. television. In June 2004, six British marines and two sailors were seized by Iran in the Shatt al-Arab. They were presented blindfolded on Iranian television and admitted entering Iranian waters illegally, then released unharmed after three days.

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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.

Two ships hijacked in Somali waters released:

NAIROBI, Two ships hijacked by pirates off the anarchic Somali coast have been released, including one that had been carrying United Nations food aid, a maritime organisation said on Saturday. The ships -- a merchant vessel seized close to Mogadishu last week and a U.N.-chartered freighter captured in late February -- are en route to the Kenyan coast, said Andrew Mwangura, director of the East African Seafarers Assistance Programme.

"Both the MV Nimatullah and the Rozen have been released. They are on the move from Somali waters and we are expecting them to dock in Mombasa in the next four or five days," he said.

The hijackers had also released the crew members, 12 on the Rozen and

14 on the Nimatullah, who are in good health, he said. It was not immediately clear if any ransom had been paid.

The WFP (World Food Programme) welcomed the release of the Rozen 40 days after its capture near the tip of the Horn of Africa, and thanked elders from the semi-autonomous Puntland region for brokering its release. "The threat of piracy is still very much alive in Somali waters and WFP urges the transitional federal government of Somalia and the Puntland authorities to curb this menace," WFP Somalia Country Director Peter Goossens said in a statement.

The hijacking of the U.N.-chartered Rozen was the first attack reported since the Somali interim government, with Ethiopian military help, late last year drove out Islamists who controlled southern Somalia.

The Islamists had vowed to crack down on piracy as an affront to Islamic law, and did so -- but a U.N. report last year said they only acted after pirates stole a cargo of their weapons. The Rozen is the third U.N.-chartered ship hijacked in Somali waters in the last two years, and the fourth ship belonging to the Mombasa-based Motaku Shipping Agency seized during that period. The Rozen had just dropped off its cargo of food aid when it was caught. The Nimatullah, a Dubai-registered dhow, was chartered by a Somali businessman and was carrying 800 tonnes of consumer goods. Somalia's coastline -- Africa's longest -- is one of the most dangerous in the world because of pirates who prowl its unpatrolled waters, in the absence of a stable government since the overthrow of dictator Mohamed Siad Barre in 1991.

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

Demand to keep container ship rates up-Danaos CEO:

NEW YORK. Solid demand for consumer goods from developing nations should continue to push up container ship rates during 2007, Danaos Corp.'s top executive said on Friday. "Unless something dramatic happens in the world's economies, I can't see any kind of correction happening this year," Chief Executive Officer John Coustas told Reuters on the sidelines of a maritime shipping conference in New York. The Greek container shipping company went public last October and has a fleet of 31 container ships, with 23 more on order for delivery by 2010.

The ships haul containers full of goods from developing nations such as China to consumers in markets including the United States. Global shipyard order books are full through 2009, but Coustas said that even though a glut of new vessels is scheduled for launch, demand should continue to keep rates stable. In November Danaos bought three used container ships from A.P. Moeller-Maersk, which it subsequently leased back to the Danish shipping giant on a five-year charter.

"We expect to see more deals like this,"

with shipping lines, Coustas said. "But we have to be careful with them because the pricing is very fine." Chief Financial Officer Dimitri Andritsoyiannis said the 23 vessels on order would use up most of the company's \$1.4 billion revolving loan facility by 2010 but that would not prevent the company from "drawing on the loan sooner by ordering more vessels."

Danaos may also opt for a secondary share offering, but "only if the timing is right and it does not dilute our shareholders' equity," he said. CEO Coustas said a recent proposal by the Panama Canal to raise fees to pay for an ambitious expansion project will have little impact on shipping. "The amount is so small that the impact will be negligible."

Lurking dangers on India's coastline:

If the young tigers of Bangladesh gave a shock to Indian cricketers at the West Indies earlier this week, there are signs that India is realizing the dangers it is facing in the South from Tiger terror. Last month, in the wake of the seizure of arms and explosives of Chennai, and the discovery of a well organized LTTE support network operating in Tamil Nadu, the Indian Defence

Minister A. K. Antony said what was found so far was possibly "the tip of the iceberg" and warned of "lurking dangers" along India's coast, especially in the South. Significantly, Antony made these observations to the media on board the Indian Coast Guard Ship "Sagar" after a fleet review of the Coast Guard ships and aircraft held off the coast of Goa, to commemorate the 30th anniversary of the Coast Guard Force.

Answering questions about the incident involving a suspected LTTE boat, which had an armed suicide kit too, the Indian Defence Minister was reported saying: "It is not only Chennai, it could just be the tip of the iceberg. There could be similar incidents at sea; there could be many other instances which go unreported". In the event, Antony has proved himself to be much more pragmatic and realistic than many other Indian politicians in assessing the dangers to India from current developments on its southern coastline, the Palk Bay and in Tamil Nadu. Taking an overview of the emerging situation, the Indian Defence Minister said on that occasion that with the expansion of India's Exclusive Economic Zone the

threat to its economic interests would be more. He explained that with the economy growing, sea-borne trade, energy needs and under-sea cabling needs were bound to mount over the next few years and therefore there was the need to curb maritime terrorism, piracy, drug trafficking and smuggling".

Shared responsibility

This assessment was very clearly explained to the Indian Prime Minister Dr. Manmohan Singh by Sri Lanka's President Mahinda Rajapaksa when they met in New Delhi last November. Sri Lanka's President explained the threat that strengthened Sea Tigers of the LTTE could pose both to Sri Lanka and India, including the Sethusamudram Project and the safety of the sea lanes in this region. It is this growing threat that made him propose to India that both Sri Lanka and India share the responsibilities of patrolling and safeguarding the sea lanes to the south of India and north of Sri Lanka. If New Delhi's South Bloc and opportunist politicians in Tamil Nadu sought to play down this emerging threat on India's southern coastline and the Sri Lankan President's, proposal, subsequent events have exposed their folly.

Although unstated by name, there is little doubt that LTTE activity is a spectre that haunts the strategists in India's Southern Command. It is this growing threat that prompted Defence Minister Antony to once again refer to the threats of India's coastline and on the Palk Bay. Addressing the media at the Southern Naval Command at Kochi last Sunday, after delivering a keynote address at a seminar on "Kerala - Emerging Maritime Issues and Challenges" he said, "Maritime, terrorism, drug trafficking and piracy were major threats" and that the [Indian] Navy, Coast Guard and personnel of the coastal police stations must act in coordination to thwart attempts to attack India's coastal assets. The Minister also said that: "Joint patrolling by the navies of India and Sri Lanka has been suggested, to keep the trouble-makers at bay. We already have unmanned aerial vehicles to do

surveillance of the coast. Three offshore patrol vessels and more helicopters will be commissioned into the Navy", he added.

The mark of the Tiger

It was Sri Lanka that recently proposed joint patrols by the Navies of India and Sri Lanka in view of developments in the waters off the South of India and the North of Sri Lanka. It does not need much divining to identify who these "trouble-makers" the Indian Defence Minister referred to. When it comes to maritime terrorism, drug trafficking and piracy, there is no other candidate in this region that fits the description better than the LTTE. The Sea Tigers have been engaged in maritime terrorism for a long time, and it is now evident that with the help of willing politicians and Tamil extremists in Tamil Nadu they have made intrusions into the South of India. As to piracy it was not too long ago that the LTTE carried out a blatant act of maritime piracy when it captured that disabled Jordanian cargo vessel "Farah" off the coast of Sri Lanka.

It was transporting cargo from India to the Middle East. The danger the LTTE poses to Indian assets, as well as to international shipping needs no better description. All international organizations in the hunt for drug trafficking have identified the LTTE as a key organization in the international network engaged in this illegal activity. It is also known that the LTTE uses the profits from drug trafficking to fund its arms purchases from both the East and West. In addition to drug trafficking, the Indian authorities are also well aware that the LTTE uses the seas off India to carry out its arms smuggling activities. Indian intelligence and surveillance have led to the destruction of LTTE vessels smuggling arms and for their detection and interdiction.

Joint patrols

It is in this context that there is significance in the statement by the Indian Defence Minister that Joint Patrolling by the Indian and Sri Lankan Navies has been suggested, to keep trouble-makers at bay. The

Sri Lankan Foreign Ministry in a recent statement following the issue of alleged attacks on Indian fishermen said the Government of Sri Lanka proposed to the Indian authorities its willingness to work out an arrangement with the Indian side to jointly monitor the International Maritime Boundary Line (IMBL) on either side as well as share information regarding the movement of Indian fishermen. Interestingly the developing situation in the Palk Bay and the Tamil Nadu coastline has now prompted the Indian authorities to launch joint patrolling by the Indian Coast Guard and the Tamil Nadu Police, for better surveillance and security in what is becoming an increasingly sensitive area. The first Coast Guard cum Police joint patrols have already been launched.

Tamil speaking

The Indian Coast Guard's Eastern Region Commander Inspector General Rajendra Singh is quoted in The Hindu of March 16 saying: "Currently there are only a few Tamil speaking personnel on board Coast Guard ships and the presence of the police personnel could be used effectively in patrolling, warning and interception duties". It seems strange that there is a special interest in having Tamil speaking personnel on board the Coast Guard vessels doing joint patrols at the Palk Bay, if they were not expecting to come across Tamil speaking "trouble-makers" in these waters. With the somewhat safe presumption that these "trouble-makers" are not Tamil Nadu fishermen, it is not difficult to deduce that they must be from the LTTE.

All this ties up well with Foreign Minister Rohitha Bogollagama's emphasis at his recent meetings with his Indian counterpart Pranab Mukherjee, that a successful response to terrorism required a collective effort, effectively addressing it in all its forms and associated manifestations. The Sri Lankan Foreign Minister made this observation when he met the Indian External Affairs Minister vis-...-vis the forthcoming SAARC summit due to be held in India next month. SAARC summits are not places where bi-lateral issues are taken up. However,

the retreats that are the more important part of this exercise in regional summitry will certainly be useful for both countries to share the more recent experiences regarding the dangers to India's assets, both at sea and on its coastline, and look deeper into the possibilities to a collective efforts in curbing the activity of the LTTE's terror, piracy, and trafficking in drug and arms in this region.

The pragmatism of the Indian Defence Minister that "the task of protecting and furthering India's interests was not that of the Indian Navy alone", has already seen Joint Indian Patrols by the Indian Coast Guard and the Tamil Nadu Police. It will be interesting to see whether and when this understanding of reality will extend to reaching out to her neighbours to safeguard both India's interests, whether it is fisherman or other assets, and also the larger interests of the region.

Navigation errors: ERRORS in navigation continue to be a regular feature in casualty investigations. The Australian Transport Safety Bureau (ATSB) has just issued the report of its investigation into the grounding of a freighter in the River Tamar, Tasmania, in May last year. It found that the primary cause of the grounding was the use of starboard instead of port helm. Secondary causes included an unsuitable conning position, ineffective bridge resource management, and a distraction caused by use of a mobile telephone.

And, in a separate investigation, the ATSB also found that the primary cause of the grounding of an offshore supply vessel off Rosemary Island, Western Australia, in August 2006, was the insertion of the wrong course into the ship's autopilot by the mate on watch. Secondary causes included fatigue, lack of a voyage plan, and failure to plot the ship's position on a regular basis.

Supervising visitors. FOLLOWING a recent tragic accident in which a cargo inspector died from inhalation of a fumigant in a bulk carrier's hold, the London P&I Club has warned its members of the

particular need to control and supervise the movement of all onboard visitors when fumigation has taken place.

In the latest issue of its 'StopLoss Bulletin', the club cites an incident in which a cargo of Argentine grain underwent surface fumigation on a voyage to the Middle East. On completion of loading, aluminium phosphide tablets had been laid on the surface of the grain in each hold. On passage, the tablets decomposed, giving off the fumigant phosphine. Appropriate warning signs were posted around the hold access points, the deck officers had been properly trained to monitor the in-transit fumigation, and the ship carried the appropriate gas detection and respiratory protection equipment. At the discharge port, the receivers' cargo inspector was given permission to take cargo samples. The chief officer assumed that the inspector proposed taking a sample from a platform on the hatch coamings, but the inspector, who was very experienced and who seems to have assumed that the fumigant would have fully dispersed during the long sea passage, entered the hold via an access hatch which had been opened to assist ventilation, and was subsequently found dead in the aftermost hold. The club notes, "The owners have since changed their procedures so that hold accesses are only unsealed immediately prior to the space being checked that it is gas-free towards the end of discharge. And they have used this case to illustrate the importance of strictly controlling the movements of all visitors on board, no matter how experienced they might seem to be."

Bunker market strong: THE international bunker industry is sufficiently strong to withstand the serious challenges it faces within the shipping industry and from environmentally motivated regulation, according to David Bleasdale, General Manager of TOTAL Marine Fuels.

Bleasdale told the Fifth International Fujairah Bunkering and Fuel Oil Forum in Fujairah, United Arab Emirates, this week, "The bunker industry is strong, and has

responded well to the numerous challenges it has faced in the past twelve months. The core bunker market is dedicated to supplying the shipping industry with high-quality product and first-class service, and is prepared to make the necessary investment to continue doing that. "Last year may have been something of an annus horribilis for some sectors of the bunker industry, typified by supply, quality and pricing issues. In 2006, there was an unprecedented level of volatility in product spreads, arbitrages and exchange rates, and in the flat price of oil. Added to that, in Europe the industry has had to grapple with shipping's need to comply with the Marpol Annex VI requirements covering emissions control for the Baltic Sea SECA, the European Directive on low-sulphur bunker fuels for passenger vessels, and the planning of the English Channel and North Sea SECA later this year.

"Yet bunker companies continue to announce new products and services and neither has there been any shortage of investment in new storage capacity and in bigger, better and safer barges, for example. Clearly, people believe in the future of the bunker industry, and they have every reason to do so."

Singapore to build new command center for maritime security:

SINGAPORE: Singapore is building a joint command center that will house three maritime groups under one roof to increase coordination against threats at sea, the Defense Ministry announced Wednesday. A groundbreaking ceremony was held Tuesday for the Changi Command and Control Center, which is expected to be operational in 2009 to coordinate local, regional and international security efforts to deal with threats such as piracy and terrorist attacks on ships. The center, to be located beside the Changi naval base, will house the Singapore Maritime Security Center, the Information Fusion Center and the Multinational Operations and Exercises Center.

"The trans-boundary nature of

maritime crime and terrorism, coupled with the limited resources of states, demand that security and enforcement agencies, port authorities and shipping associations, come together to cooperate in the maritime security domain," Defence Minister Teo Chee Hean was quoted as saying at the ceremony by The Straits Times. In a statement, the ministry said the center will provide a "useful platform for nations to cooperate and respond more flexibly and effectively to a dynamic maritime security environment." It said the Multinational Operations and Exercises Center can also function as a regional disaster relief center if the need arises.

Singapore, Indonesia and Malaysia have in recent years coordinated maritime and air patrols in the Malacca Strait. Pirate attacks in the Malacca Strait, which carries half the world's oil and more than a third of its commerce, have been on the decline since July 2005, with 11 cases last year.

Iran's arrest of sailors was legitimate, says former UK envoy:

UK Sailors-Iran Arrests: Former British Ambassador to Uzbekistan, Craig Murray Monday supported Iran's decision to arrest 15 UK marines in the Persian Gulf last week. "In international law the Iranian government were not out of order in detaining foreign military personnel in waters to which they have a legitimate claim," Murray said, who was also a previous head of Foreign Office's maritime section, carrying out negotiations on the UN Convention on the Law of the Sea. "For the Royal Navy, to be interdicting shipping within the twelve mile limit of territorial seas in a region they know full well is subject to maritime boundary dispute, is unnecessarily provocative," he said. The former envoy said that this was "especially true as apparently they were not looking for weapons but for smuggled vehicles attempting to evade car duty." "What has the evasion of Iranian or Iraqi taxes go to do with the Royal Navy?" he

questioned in comments on his webpage, set up after he was sacked from his post in 2004 after criticizing British foreign policy.

While working for the Foreign Office, Murray was also head of the UK's Embargo Surveillance Centre, analyzing Iraqi attempts to evade sanctions and providing information to UK military forces and to other governments to effect physical enforcement of the embargo. He said that under international law, Britain would have been allowed to enter Iranian territorial waters if in "hot pursuit" of terrorists, slavers or pirates. But added "they weren't doing any of those things." "Plainly, they were not engaged in piracy or in hostilities against Iran. The Iranians can feel content that they have demonstrated the ability to exercise effective sovereignty over the waters they claim," the former envoy said.

He criticized the "ridiculous logic" of Prime Minister Tony Blair, saying he was creating a mess that "gets us further into trouble." The Daily Mirror, which has been an outspoken opponent of the Iraq war, reminded its readers Monday that "if the UK had never joined the disastrous invasion of Iraq, the 15 would not have been put in a position where they could be seized." In its editorial on the incident, it also said that "US threats in the recent past to launch military strikes on Iran have inflamed tensions."

Greek first for LR: Tsakos Energy Navigation (TEN) has taken delivery of its first LNG carrier, the Neo Energy, built by Hyundai Heavy Industries to Lloyd's Register class. Neo Energy is among the first Greek-owned LNG ships to be classed by Lloyds Register as sole classification society and is also the first vessel which has had global tightness tests carried out on its secondary barrier before and after gas trials, following concerns arising about the CS1 and MkIII systems last year. The ship is also likely to be just the first of a number of LNG and perhaps even LPG ships that the company intends to order in the future.

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"MARINE WAVES"

(International Maritime Newsletter)
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but we want to be a complete energy player," Vasilis Papageorgiou, deputy chairman of the Tsakos Group is quoted by LR's magazine Horizons. "Neo Energy is just the beginning we are planning to order more LNG ships and we are going to be strong in this market sector." "Having applied the most rigorous tests and engaged the expertise of an LNG technology leader like Lloyd's Register has given us the confidence we need to embark on this important phase of our business," says Papageorgiou.

Shipping responds to CO2

claims: The IMO, the UK Chamber of Shipping and the International Chamber of Shipping have all responded robustly to a recent article in The Guardian which said "carbon dioxide emissions from shipping are double those of aviation and increasing at an alarming rate which will have a serious impact on global warming." The IMO dismissed that any attempt to play the shipping industry against the aviation sector as "futile and meaningless." A UK Chamber spokesman said: "Shipping is part of the solution, not the problem. The International Air Transport Association confirms aviation as responsible for 13 per cent of all transport CO2 emissions. Given that IATA cites road transport at 75 per cent, this leaves only 12 per cent from all other modes including marine, inland waterways and rail. Furthermore, the UK Greenhouse Gas Inventory 2006 shows that CO2 emissions from international shipping between 1990 and 2004 went down by 11 per cent. Over the same period CO2 emissions from aviation rose by 109 per cent."

An ICS spokesman said: "The article was unfortunate and unfair and misses the point that in CO2/km terms shipping is by far the cleanest form of transport, two or three times cleaner than road or rail and perhaps 20 times cleaner than aviation." He added: "The figures quoted are at variance with other estimates, such as that in the recent UK Stern report. The article also misses the point that, unlike air travel, shipping carries 90 per cent of world trade by volume." IMO comments that it is developing an emissions strategy through its

Marine Environment Protection Committee and an action plan has been agreed.

It adds: "Indeed, since IMO adopted the 1997 Protocol to the International Convention for the Prevention of Pollution from Ships (MARPOL), to add MARPOL Annex VI - Regulations for the Prevention of Air Pollution from Ships, the Organization (Member States and Secretariat alike) has been, and continues being, fully engaged in finding appropriate ways to prevent and mitigate all emissions from ships, including the effects of greenhouse gases (GHG) produced by marine engines, which are not regulated under MARPOL Annex VI."

MAS & MedAir: MAS will help vessels, tankers and cargo ships establish uniformity in tracking their onboard medications and streamline the purchasing process of duplicate orders that often occur due to crew changes and overlooked inventory during reviews. When a ship's medications are set to expire, MAS notifies the vessel's management, sends a replacement system and enables the vessel to return their existing system with a pre-paid shipping label.

Delivered directly to the ship in a 30 inch x 30 inch container, the Medical Inventory Control System is a series of nine color-coded medical kits that reflects nine maritime-specific medical categories: cardiac, dermatological, endocrine, gastrointestinal, genitourinary, pulmonary, head/eyes/ear/nose/throat, infectious disease and multi-use pharmacy. Each System is based on the most recent version of the MAS Transocean or Coastal medical equipment formulary, designed to provide the vessel operator with the latest recommendations and advances in maritime medical care.

"The Medical Inventory Control System allows ships to eliminate quarterly inventory reviews and ordering multiple line-items throughout the year," said MedAire CEO, James A. Williams. "This system equates to a savings of time and money because the fixed annual rate eliminates fluctuations in

pharmaceutical costs throughout the year."

The Medical Inventory Control System is offered in two formats, based on a ship's operational profile: the Transocean for bluewater vessels operating on all oceans, and the Coastal for vessels undertaking coastal voyages and periodic transocean trips. Two upgrade options that build on the Coastal kit contents are also available for vessels, tankers and cargo ships that perform only occasional transocean voyages.

About MedAire and MAS

Since 1986, MedAire has provided a life-saving solution of remote medical expertise, education, and equipment for travelers in the aviation and maritime industries. The company acquired Medical Advisory Systems (MAS) in 2000 and provides life-saving solution includes 24/7/365 direct telephonic access to board-certified physicians, medical education and medical kits and defibrillators.

Nationality-based pay in the UK shipping industry is under threat:

Pay based on nationality in the UK shipping industry is under threat. But will the abolition of an exemption to race discrimination law be a ripple or a tidal wave that affects job prospects in the EU and the economies of developing nations?

When the government announced a six-month consultation into the law that currently allows ships sailing under the UK flag to pay foreign seafarers different rates on the basis of their nationality, it started a process that could result in the biggest overhaul of the UK shipping industry for decades. The consultation follows union complaints to the European Commission that section nine of the Race Relations Act - which allows the shipping industry an exemption on having to pay people equal rates regardless of their nationality - must be altered or overturned altogether for the UK to comply with anti-discrimination laws.

"The discrimination is based on nationality and where the seafarer

lives," said Mark Dickinson, assistant general secretary at maritime professionals union Nautilus UK. "That is not allowed in the EU."

The consultation proposes three options:

- Do nothing
- Require ship owners to extend UK rates to staff who hail from countries in the European Economic Area and 11 other designated states with which the EU has trade agreements - the government's preferred option
- Abolish the shipping industry exemption in section nine altogether, and require ship owners to pay British wages on UK-flagged ships across the globe.

Estimated cost: The government estimates the second option would result in an extra £8.8m a year to the industry in wages. If the exemption is scrapped completely this would rise to £21m. But ship owners' trade association the Chamber of Shipping said these were conservative figures. However, if the second option is adopted, it could have a negative effect on the people the EU is seeking to protect - seamen from member states - as operators are likely to turn to non-European labour. It would also create the unpalatable scenario of it being legal to discriminate against workers from outside the EU on the grounds of nationality, arguably creating more, not less, race discrimination. If, as seems likely, the government is forced to amend section nine in some way, there are fears that ship owners will withdraw from the UK and switch allegiance to another country, despite there being advantages to their reputations in flying the UK flag.

"If you force owners to pay UK rates to everybody, it would have an absolutely catastrophic effect on the UK shipping industry," said Ian Livingstone, director of marine employment agency Clyde Recruitment. The current situation has been building since the entry to the EU of 10 nations - mainly from Eastern Europe - back in 2004. But unions such as the International Transport Workers' Federation, the RMT, and Nautilus UK have long

campaigns that paying people different rates on the grounds of where they come from is morally unacceptable.

"It is disgraceful that legislation aimed at ending discrimination should specifically allow it," Bob Crow, RMT general secretary, told Personnel Today.

Economic impact: It's not quite that simple, however, as ships flying the UK flag can be found all over the world, and some may never go near UK waters. Paying UK wages to crew from, say, the Philippines or Korea, could create wage inflation in local economies and result in a flood of well-qualified professionals suddenly seeking a life at sea. The main gripe for the UK unions has been that British jobs have been lost to workers from low-cost nations such as Latvia and Poland. "There are now just more than 9,000 UK ratings [non-officers] left in the UK maritime industry, compared with 30,000 in 1980," said Crow. But according to Tim Springett, head of labour affairs at the Chamber of Shipping, the global nature of shipping means ship owners are only using market forces to run profitable businesses. "The basic reason why they lost their jobs was because it was uneconomic to employ them," he said.

The net result is that there is now a shortage of suitably qualified British seamen. In any case, foreign seamen are paid very well compared with their national averages as there is a global shortage of such labour, according to Livingstone. "Rates are spiralling. There will be a single European rate eventually, but there's no need to pay all these seafarers extravagant salaries," he said.

Storm in a teacup: It remains to be seen whether the consultation period will result in an agreement that is acceptable to all parties. It is possible the problem will turn out to be more of a ripple than the tidal wave some are predicting. For example, one major UK-flag-flyer - P&O Ferries - claimed the vast majority of its staff were on the same contracts regardless of nationality. Of the two major UK unions, Nautilus is making the more conciliatory noises,

while the RMT demands total abolition of section nine. "UK ships are UK workplaces," said Crow.

But the Chamber of Shipping is not optimistic about the long-term outcome, should any changes be made. "It is inevitable that a large number [of ships] will either change flag or replace their crew members with seafarers from outside the EU," said Springett. "And there will be no resultant increase in employment opportunities for EU seafarers."

The nationality of ratings and officers

- The worldwide population of seafarers serving on internationally trading merchant ships is estimated to be 466,000 officers and 721,000 ratings.
- Eastern Europe has become an increasingly large supplier of seafarers, with high numbers from countries including the Ukraine, Croatia and Latvia.

Thiru Baalu proposes Comprehensive Package of Incentives for Promotion of Coastal Shipping:

The Union Minister of Shipping, Road Transport & Highways, Thiru T. R. Baalu said that steps would be taken to promote the coastal shipping and to fully realize the potential of this cost-effective, fuel-efficient and environment friendly mode of transport.

Presiding over a review meeting held here recently to discuss various issues pertaining to the growth of Indian coastal shipping, the Minister directed to examine various short-term and long-term measures aimed at promoting coastal shipping. He said that the officials should explore various possibilities for accelerated growth of the coastal shipping and emphasized that this sector should grow through a mix of policy measures and financial incentives by the Government.

The Minister asked the officials to examine the feasibility of the following steps to promote coastal shipping :

(i) Feasibility of providing further rebate in the existing 40 per cent vessel-related and cargo-related charges at major ports;

(ii) Possibility of entitling Indian-flag vessels carrying even part coastal cargo for concessional tariffs for the coastal sector;

(iii) Scope of providing special dedicated berths at identified major ports for coastal vessels,

(iv) Feasibility of authorizing the Classification Societies with special reference to the Indian Register of Shipping (IRS) for undertaking statutory survey on behalf of the Director General of Shipping.

(v) Earmarking of dedicated storage areas for coastal cargos at identified major ports so as to provide them a longer free period considering their long evacuation process.

The Minister said that the above measures should be discussed threadbare with all the stakeholders especially with the coastal vessel operators besides formal consultations with all the Maritime States.

The Review Meeting was attended by the Chairman and Members of the National Shipping Board, Chairman Inland Waterways Authority of India and Chairpersons of various ports besides the senior officials of the Ministry of Shipping Road Transport and Highways.

U.S. Military Says Iran Helping Iraq:

A U.S. military spokesman said Iran is training Iraqis to make deadly roadside bombs. EFPs or explosively formed penetrators, hurl a molten, fist-sized copper slug capable of piercing armored vehicles.

'We know that they are being in fact manufactured and smuggled into this country, and we know that training does go on in Iran for people to learn how to assemble them and how to employ them,' Maj. Gen. William Caldwell said at a weekly briefing. 'We know that training has gone on as recently as this past month from detainees' debriefs.' The international Red Cross released a report that found the situation for

civilians in Iraq is 'ever-worsening,' even though security in some places has improved as a result of stepped-up efforts by U.S.-led multinational forces. Bodies lay scattered across two central Baghdad neighborhoods after a raging battle left 20 suspected insurgents and four Iraqi soldiers dead, and 16 U.S. soldiers wounded, witnesses and officials said. The fighting Tuesday in Fadhil and Sheik Omar, two Sunni enclaves, was the most intense since a massive push to pacify the capital began two months ago.

Iraqi Cabinet ministers allied to radical cleric Muqtada al-Sadr meanwhile threatened Wednesday to quit the government to protest the prime minister's lack of support for a timetable for U.S. withdrawal. Such a pullout by the very bloc that put Prime Minister Nouri al-Maliki in office could collapse his already perilously weak government. The threat comes two months into a U.S. effort to pacify Baghdad in order to give al-Maliki's government room to function. Al-Sadr's political committee issued a statement a day after al-Maliki rejected an immediate U.S. troop withdrawal.

'We see no need for a withdrawal timetable. We are working as fast as we can,' al-Maliki told reporters during his four-day trip to Japan, where he signed loan agreements for redevelopment projects in Iraq. 'To demand the departure of the troops is a democratic right and a right we respect. What governs the departure at the end of the day is how confident we are in the handover process,' he said, adding that 'achievements on the ground' would dictate how long American troops remain. Al-Maliki spoke a day after tens of thousands of Iraqis took to the streets of two Shiite holy cities, on al-Sadr's orders, to protest the U.S. presence in their country. The rally marked the fourth anniversary of Baghdad's conquer by American forces. 'The Sadrist movement strongly rejects the statements of Prime Minister Nouri al-Maliki, in which he stood by the continued presence of occupation forces despite the will of the Iraqi people,' said the statement, a copy of which

was obtained by The Associated Press.

'The Sadrist movement is studying the option of withdrawing from the Iraqi government - a government that has not fulfilled its promises to the people,' it said. 'We are serious about withdrawing,' it added. It would not be the first time the Sadrists, who hold six seats in the Cabinet, left al-Maliki's government. Al-Sadr's ministers and 30 legislators boycotted the government and parliament for nearly two months to protest a November meeting between al-Maliki and President Bush in Jordan. The statement expressed anger over the Baghdad security plan launched on Feb. 14, calling it 'unfair.' Iraqi and U.S. troops have been targeting members of al-Sadr's Mahdi Army militia, which has been blamed for sectarian killings.

Also Wednesday, Pierre Kraehenbuehl, director of operations of the International Committee of the Red Cross, or ICRC, said that thousands of bodies lay unclaimed in mortuaries, with family members either unaware that they are there or too afraid to go to recover them. Medical professionals also have been fleeing the country after cases where their colleagues were killed or abducted, the neutral agency said. 'Whatever operation that is today under way, and that may be taken tomorrow and in the weeks after, to improve the security of civilians on the ground may have an effect in the medium term,' Kraehenbuehl said. 'We're certainly not seeing an immediate effect in terms of stabilization for civilians currently. That is not our reading,' he said.

Iraqi soldiers held a security cordon around Fadhil on Wednesday, and residents hid frightened in their homes, a witness told The Associated Press by telephone, on condition of anonymity out of fear for his safety. The Muslim Scholars Association, a Sunni group, issued a statement quoting witnesses as saying Tuesday's battle began after Iraqi troops entered a mosque and executed two young men in front of other worshippers. Ground forces

(Contd. on page 16)

DIRECTOR GENERAL OF SHIPPING

Authorised by EAC BRANCH
DyNA / DyCS with the Govt. of India
ISSUE NO. 00

ENG/EXAM-17(9)/99EACQM : 0751
NT / ENG CIRCULAR NO. 05
Date : 20-03-2007

Subject: CERTIFICATION OF RATINGS FORMING PART OF A NAVIGATIONAL / ENGINEERING WATCH

1. In accordance with Merchant Shipping (Standards of Training Certification and Watch keeping for Seafarers) Rules 1998, META manual Volume 1, candidates desiring to obtain watch keeping certificates are required to complete their training, assessment and certification as follows:
 - 1 Minimum requirements for certification of ratings forming part of a navigational watch is stated in Rule 20 of Merchant Shipping (Standards of Training Certification and Watch keeping for Seafarers) Rules 1998, META manual Volume 1. According to Sub Rule 20 (3), the sea going service, training and experience shall be associated with navigational watch keeping functions and shall also involve the performance of duties carried out on board ship under the direct supervision of the Master or the officer in charge of navigational watch duly documented in an approved rating training record book.
 - 2 Minimum requirements for certification of ratings forming part of an engine room watch is stated in Rule 28 of Merchant Shipping (Standards of Training Certification and Watch keeping for Seafarers) Rules 1998, META manual Volume 1. According to Sub Rule 28 (3) the sea going service, training and experience shall be associated with engine room watch keeping functions and shall also involve the performance of duties carried out on board ship under the direct supervision of the Chief Engineer or the officer in charge of Engine watch duly documented in an approved rating training record book.
 - 3 Assessment for certificate as rating forming part of a navigational watch is detailed in Section M-II/8.
 - 4 Assessment for certificate as rating forming part of a engine room watch is detailed in Section M-III/8.

As, at present oral examination are being conducted for deck and engine ratings without rating training record book, the Chief Examiner of Engineers and Chief Examiner of Master and Mates have decided to waive the requirement of orals and make the ? rating training record book? mandatory.
2. To facilitate candidates who desire to obtain Rating Watch Keeping Certificates, following procedures would be required to be followed from 1st May, 2007.
 - 2.1 Candidate/Company will need to download the ?training record book? from the Directorate website. The company to ensure that the ratings are trained by the Navigational / Engineering Officer on board ship. The duly filled ?training record book? is required to be signed by the training officer and countersigned by the Master and Chief Officer/Chief Engineer for the Deck Ratings and for Engine room Ratings respectively.
 - 2.2 The training record book is also required to be countersigned by the Company?s Authorized Representative. Each Shipping Company will therefore required to inform the Directorate and Mercantile Marine Departments of the name of the Authorized Representative designated by them for this purpose and submit for record a facsimile of his signature.
 - 2.3 Assessment for certificate as rating forming part of a navigational watch/engine room watch will be carried out by respective MMD?s as per the existing examination rules, and as follows :
 - 2.3.1 Scrutiny of sea service certificates issued by the Master/Chief Engineer / Company.
 - 2.3.2 Assessment of satisfactory completion of on-board training as per documentary evidence contained in the approved rating training record book duly countersigned as at 2.1 above.
3. Shipping Companies are required to forward the training record book to the ratings who are on board ship at the time of issuance of this circular. It will be the Company?s responsibility to ensure that all ratings signing off after 1st May, 2007 are having duly filled in training record book certified as detailed in para 1 & 2.1.
4. Company/Masters /Chief Engineers are advised to ensure that training as required for the function Navigation and Marine Engineering at the support level is imparted to the ratings.
5. Ratings who have completed the pre sea training and who are waiting to join vessels for post sea training are required to obtain a copy of the training record book from the Shipping Company / Manning Agents.
6. In case a rating applying for a watch keeping certificate has signed off from a ship prior to the issue of this circular, he may not be able to strictly comply with this procedure. MMD?s may then have to base their assessment on the pre sea course certificate and sea service certificate. MMD?s must ensure that Certificates are verified by the Shipping Company?s Authorized Representative. Examiners to ensure during assessment that sea service certificate are signed by Master / Chief Engineer. This relaxation in procedure may be exercised for ratings who have signed off prior to 1st May 2007, and only for a period not exceeding four months after issue of this circular i.e. till 30-07-2007.
7. In case a rating has already completed his post sea training and has applied for his oral examination by the date of this circular, the MMD may continue with existing procedure and conduct the orals. All orals must be completed by 30-04-2007. No oral examination will be held thereafter.
8. This issues with the approval of the Director General of Shipping and Ex-officio Addl. Secretary to the Govt. of India.

Sd/-

(D. Mehrotra)

Dy. Chief Surveyor cum Sr.DDG(Tech)

Casualty Circular No. 1 of 2007

NO: 11-NT(39)/2006

Dated: 28th Feb, 2007

Narrative :

Recently, a foreign flag forest product carrier, LOA 200 M, DWT 48000 MT, BHP 10000 at Vancouver B.C. anchorage, dragged anchor due to adverse weather and came in contact with another vessel, also at anchor. While no loss of life or injury to any person was reported, the vessel sustained contact damage to her hull. The incident took place during the 0000 hrs. to 0400 hrs. watch in the early hours of the morning.

Probable Causes:

Investigations have revealed the following probable causes that may have led to this collision:

1. Due diligence/proper vigilance not maintained during anchor watch.
2. The weather forecast was not taken into account.
3. The passage plan was not comprehensive.
4. Due allowance/regard to the effects of wind, tide, current and proximity of other vessels/ navigational hazards were not considered.
5. Engines were not on kept on short notice for manoeuvring.
6. Delayed action in heaving up anchor.

Lessons Learnt / Recommendations:

1. Fundamental principles of watch keeping for vessel at anchor as specified in the STCW Code A VIII/2-51 shall be complied with.
2. Overall response time to save own ship from dragging on to other vessel and other vessel dragging or drifting on to own ship shall be taken into account as part of good observance of seamanship.
3. It is prudent on part of Operators/Masters to be practically be guided by the findings of the flag state.
4. The flag state or the contracting state issuing certificates of competency to the Master or watch keeping officer who contravene rule of safety of navigation should provide necessary additional training or impose a penalty on them.

Sd/-
(Capt. Deepak Kapoor)
Nautical Surveyor-cum-DDG (Tech.)

DRAFT MS NOTICE

NO: 7-NT(4)/2007

Dated 30.03. 2007

Sub : NCV Deck and Engine Cadet Scheme

1. **Preamble**This Notice is issued to Ship owners, Managers, Masters of vessels primarily engaged in NCV trade and in the business of developing NCV cadre of officers / engineers. Guidance contained in this notice is based on best industry practice and IMO recommendations.
2. **Objective**This notice takes into account growing demand for the need to develop NCV officer and engineer cadet scheme.
3. **Introduction**In India, MS STCW rules 1998 and associated META Manual gives full and complete effect to the provisions of the International Convention on Standards of Training Certification and Watch keeping. Considering that META manual also addresses the subject of NCV cadet training, and noting that such scheme has so far not materialized, this notice prescribes following NCV scheme taking into account available, suitably educated and trained manpower in the pool of GP ratings etc: Vide META manual Vol 1 page II/13 and III/19 flow diagram No. 4.
4. NCV cadet scheme NCV certification is limited to Indian NCV defined area and unless otherwise specified here follows provisions already established in the META manual. Pre sea training and or required minimum education, familiarization is a pre requisite for cadet / trainee entry followed by Structured Shipboard Training Programme (SSTP) A person undergoing any other type of training shall not be considered under this scheme and will not be eligible as a trainee under Tonnage Tax Scheme.
5. **Eligibility criterion for entry into the NCV scheme**Every cadet / trainee desirous of being considered as such must comply with the following:
 1. Proof of age between 18-20 years.
 2. Identity : CDC / Passport.
 3. Basic general education - minimum Xth Pass from recognized education Board.
 4. Medical fitness certificate including eye sight examination where mandated as per MS Medical Examination Rules 2000.
 5. Evidence of basic safety [and familiarization] training
 6. Pre Sea GP rating training with minimum [50%] marks in exit examination or higher equivalent for engineer trainee.
6. **Eligibility for NCV certification** • Qualifying sea service as per META manual Vol. 1 page II/13 or III/19 (Flow diagram No. 4) • Evidence of completing SSTP programme. • Post sea prescribed course and appliances STCW modular courses. • Passing of DGS examination - written and oral.

7. SSTP Candidates are required to undergo SSTP approved by DGS. Qualifying sea service should be documented by a record book approved with SSTP programme and monitored as per SSTP approval granted by the Directorate. CTO should file returns with periodically as per the M S Notice assessment issued by DG for the purpose.
8. Assessment On board assessment should be generally done as per IMO model course 1.30. Assessment of on board competency should include questioning, practical testing, written test, project work, oral examination as per range elements given in STCW 95 code A tables of competencies.
 - NCV certificate could be limited by the administration with respect to capacity / limitations if all service has been performed on only one type of vessel and or in sheltered waters. To avoid such limitations holder should train as trainee for a minimum of six months on trading vessels. This issues with the approval of DG and is implementable with immediate effect

Yours faithfully,

Sd/-

(Capt. J. S. Uppal)

Dy. Nautical Advisor to the Govt. of India-cum-Sr. DDG (Tech.)

E-mail ID : jsuppal@dgshipping.com

Training Circular No.2 of 2007

No: 11-TR(4)/2006

Dated: 29th March, 2007

Subject : Implementation of E-Governance System - commencement of 'Batch Details' module and 'Faculty Approval' module

This Directorate has initiated action for implementation of an E-Governance System in order to ensure transparency, increasing efficiency and better utilization of information technology for its operations. The E-Samudra System developed by this Directorate has been implemented in phases from 01.01.2007. One of the components of the system is the 'Training Branch Module'.

In the first phase, two sub-modules under "Training Module" i.e. 'Batch details' and 'Faculty approval' are going online w.e.f. 02.04.2007. The online format for submission of 'Batch details' and online application form for 'Faculty approval' are available on the E-Samudra Link provided on the home page of our official website www.dgshipping.com.

By using the user ID and Password as provided by the Directorate, the user upon his first login will be requested to change his password. The process of login (access) to the system is as per the following steps:-

- 1) Go to site 'www.dgshipping.com'.
- 2) Click on 'E-Samudra' link.
- 3) Login page will appear. By using user ID and Password already provided by the Directorate, enter the User ID and Password in the respective fields appearing on the upper left corner of the page and click on 'login' button.
- 4) After login successfully, you are allowed to access 'Training' & 'CDC Management' Modules (this will appear in blue colour). Click on 'Training Module' under Seafarer Menu. Training Menu screen will appear.
- 5) Move mouse pointer to 'Submit Application' Menu button, which will pop up corresponding the menu. You may click on 'Faculty approval' menu button to access screen for faculty approval.
- 6) On the Main Training Menu, move mouse pointer to 'Submit details' menu button, which will pop-up corresponding menu. Click on 'Batch details' menu button to access screen for Batch details. For new training institutes, the registration is free and online form is available on the home page of e-governance system. To access the form, the users are requested to go to www.dgshipping.com and click on the 'E-Samudra' link provided. The user is then led to E-Samudra home page. The 'New user' registration section at the left corner of the page is available to all who wish to register under different categories. The training institutes are requested to select the 'Training Institute' category only.

The training institutes who have not yet provided real and Master data as required for E-Samudra application are requested to provide the same at the earliest to get unhindered access to the E-Samudra application.

All the approved maritime training institutes are requested to submit the application for 'Faculty approval' & 'Batch details' henceforth, online. It may be noted that no manual data will be accepted by this Directorate w.e.f. 02.04.2007. The other sub-modules will be implemented in due course of time

.Yours faithfully,

Sd/-

(PH. Krishnan)

Dy. Director General of Shipping

Engineering Circular No. 82

ENG/MISC-29(11)/2006 Dated 11.04.2007

Subject : Boiler Survey

As per the Rule 73(d) of Merchant Shipping (Cargo Ship Safety Construction and Survey) Rules, 1991, for all vessels more than 8 years old, an internal & external examination of the boiler is required to be carried out at intervals of one year. Auxiliary water-tube boilers which the Principal Officer is satisfied are being given correct feed water treatment with proper boiler water analysis shall be examined internally and externally at intervals not exceeding two and half years. The Directorate after carefully examining the request from the INSA, Classification Rules and Draft M.S. (Cargo Ship Construction and Survey) Rules and in order to ensure uniformity with the rules of the Classification Societies, following periodicity of boiler survey shall be applicable: (a) auxiliary water-tube boilers shall be examined internally and externally at intervals not exceeding two and half years subject to conditions specified in Note. (b) all other boilers including exhaust-gas boilers, super-heaters, economizers and domestic boilers (other than domestic boilers having heating surface of not more than five square meters and a working pressure of not more than 3.5 bar gauge) shall be examined internally and externally at intervals not exceeding two and half years

Sr.No.	Survey	Survey interval in years
1	Main boilers less than 8 years old	2*
2	Main water tube boilers, more than 8 years old (2 or more boilers for propulsion)	2*
3	Main water tube boilers, more than 8 years old (1 boiler for propulsion)	2*
4	Main smoke tube boilers, more than 8 years old	2*
5	Auxiliary boilers	2*
6	Exhaust gas steam generators and economisers	2*
7	Exhaust gas steam generators and economizers, more than 8 years old	2*

* **Note :** At least 2 surveys are to be carried out within any 5 years but interval between two consecutive surveys is not to exceed 3 years. The Recognized Organization during the Annual Survey shall review the following records since the last Boiler Survey: • Operation • Maintenance • Repair history • Feed water chemistry and submit report of the above to the concerned Principal Officer and in case of any adverse report same shall be brought immediately to the notice of the Directorate and Principal Officer. This circular is issued in supersession of the Engineering Circular No.77 issued earlier on the subject. This comes into effect from the date of issue of this circular and is issued with the approval of the Director General of Shipping.

Sd/-

(D. Mehrotra)

Dy.Chief Surveyor-cum-Sr.DDG (Tech)
E-mail : mehrotra@dgshipping.com

M.S. Notice 4 of 2007

No: 3(1)-CR/2007

Dated: 9th April,2007

Sub: Submission of "online" application for issuance of Continuous Discharge Certificate cum Seafarer's Identity Document (CDC).

Issue of CDC to Cadets, TMEs, Rating etc.

This notice partially modifies the procedure prescribed in M S Notice 18 of 2002 dated 05.09.2002.

- The Government of India has initiated E-Governance programme to accelerate the facilitation of Govt. services by using Information Technology in all spheres/ management. This Directorate, under E-Governance programme, has made provisions for quicker processing and delivery of services. A web-site of the Directorate has been in operation for some time for dissemination of public information and a module under E-Governance has also been set up.
- Presently, all the Training Institutes approved by the Directorate General of Shipping (DGS) have been submitting CDC applications of successful trainees, to concerned Govt. Shipping Offices, as per procedure promulgated vide M.S. Notice No. 18 of 2002 dated 05th September 2002.
- Now, in order to implement the application of Information Technology in the process of preparing CDC, the procedure for submitting the CDC applications has been further simplified as follows :-
 - If not already done, all training institutes are required to obtain their user I.D. and password by registering on www.dgshipping.com after furnishing the details of the courses offered by them in the Excel Sheet already provided with them. Such Excel Sheet can also be obtained by e-mailing request on dgship@dgshipping.com
 - Training Institutes after verifying the eligibility of selected candidates, shall submit Form-I (please see attach user manual) 'online'.
 - Concerned Govt. Shipping Office shall process these applications received 'online'.

- (iv) On successful completion of Pre-sea Training, or having completed half of the training course in respect of courses of durations of one year or more, training institutes shall submit Form-II (please see attach user manual) 'online' and also in 'hard form' along with relevant enclosures as stated in Form-I & II.
 - (v) Training Institute shall also obtain and submit the verification reports of School Leaving Certificate (SLC) and Mark Sheet from the respective Schools/Boards for their candidates, as part of due diligence, in Form II
 - (vi) On receipt of Form-II with enclosures, respective Govt. Shipping Office shall prepare CDC to eligible candidate and dispatch to training institute.
 - (vii) Training Institute shall forward report of acknowledgement of receipt of CDC and its distribution to those candidates who have actually completed the training successfully. This report is required to be submitted 'online'.
 - (viii) This revised procedure of issuance of CDCs to Training Institutes shall apply for the Courses commenced w.e.f. 01.01.2007 onwards.
 - (ix) This revised procedure shall be implemented phase-wise. In the first phase, such a procedure is extended to Training Institutes associated with Govt. Shipping Office, Mumbai, Kolkata and Chennai.
 - (x) This notice may be amended for compliance as may be required under the rules from time to time.
5. This issues with the approval of Director General of Shipping & Ex-officio Addl. Secretary to the Govt. of India.

Sd/-
(Capt. H. Khatri)
Dy. Director General of Shipping

(Contd. from page 11)

used tear gas on civilians, it said. 'The association condemns this horrible crime carried out by occupiers and the government,' the statement said. But the witness in Fadhil said the two men were executed in an outdoor vegetable market, not in the mosque. The Iraqi military was not immediately available to comment on the claim.

The U.S. military said the battle began after American and Iraqi troops came under fire around 7 a.m. during a routine search operation. Helicopter gunships then swooped in, engaging insurgents with machine gun fire, the military said in a statement. Some Arab television stations reported an American helicopter was shot down in the fight, and showed video of a charred piece of mechanical wreckage that was impossible to identify. The U.S. said an attack helicopter suffered damage from small arms fire but returned to base. By Wednesday, 13 of the 16 wounded Americans had returned to duty, according to a senior U.S. military official who spoke on condition of anonymity because he was not authorized to speak about the matter. Twenty suspected insurgents were killed and 30 wounded, he said.

Thiru Baalu asks for Building World Class Infrastructure in Major Ports:

IPASeminar Inaugurated To Discuss Business Plans For Major Ports :

The Union Minister of Shipping Road Transport and Highways Thiru T.R. Baalu has called upon the Major Ports to brace themselves for the challenges ahead and strive hard for developing the Indian ports to meet the growing demands of country's burgeoning export-import needs in the coming years. Inaugurating a day-long Seminar on the "Consolidated Port Development Plan" organized by the Indian Ports Association, Thiru Baalu said that the Indian economy is now irreversibly on a path of growth leading to its integration with the global economy and in the process, we have to develop our infrastructure that meets international standards, especially the ports and roads to provide the environment for facilitating this growth. Speaking on the occasion, Thiru Baalu said that we need the Port Business Plans to look beyond our immediate commitments, to lay down a structured road map to guide us in the long term, not only for fulfilling the emerging demands but also for proactive engagement in tapping the potential for a share in the maritime activities, with particular focus on and

around our neighbourhood. The Minister hoped that the national perspective is expected to be provided in the Consolidated Port Development Plan prepared by the Port of Rotterdam Authority, who have coordinated the preparation of Business Plans for Major Ports. Thiru Baalu also hoped that the insights provided by the plans would enable us to prepare for the future. The Minister said that the aggregate cargo traffic in the major ports has jumped up from about 287 million tonnes in 2001-02 to about 464 million tonnes in 2006-07, i.e., 61 per cent more in five years and Traffic in non-major ports has gone up from 95 million tonnes in 2001-02 to about 151 million tonnes in 2005-06 which is 59 per cent more in four years, he informed. These performances surpass the projections made at the commencement of the Tenth Five Year Plan in 2002, the Minister added. The Minister however cautioned that the good performance should not make the Port Authorities complacent as they have greater challenges to meet ahead. He said that based on a study, the Department of Shipping has projected a capacity requirement of 1.5 billion tones in the Indian Ports by 2011-12 and two billion tones by 2016-17. Thiru Baalu said that the Port Authorities need to be pro-active to achieve this requirement. It may be recalled that Thiru Baalu had directed that each of the twelve Major Ports should develop a Business Plan which

(Contd. on page 18)



ACADEMY OF MARITIME EDUCATION AND TRAINING

ONE OF THE BEST MARITIME INSTITUTIONS IN INDIA

:: STCW COURSE SCHEDULE FROM JANUARY 2007 TO JUNE 2007 ::

S.NO	COURSES & DURATION	DETAILS OF COURSE
1.	B. E. MARINE ENGINEERING COURSE (DGS APPROVED) 4 yrs	IN COLLABORATION WITH BIRLA INSTITUTE OF TECHNOLOGY, RANCHI. COURSE COMMENCES IN MID-AUGUST EVERY YEAR
2.	B.Sc. NAUTICAL SCIENCE COURSE (DGS APPROVED) 3 yrs	IN COLLABORATION WITH BIRLA INSTITUTE OF TECHNOLOGY, RANCHI. COURSE COMMENCES IN MID-AUGUST EVERY YEAR
3.	GRADUATE MECHANICAL ENGINEER COURSE (DGS APPROVED) 1 yr	COURSE COMMENCES IN OCTOBER EVERY YEAR FOR B.E. MECHANICAL ENGINEERING GRADUATES ONLY
4.	HIGHER NATIONAL DIPLOMA (HND) IN - MARINE ENGINEERING (UK) 2yrs NAUTICAL SCIENCE (UK) 2 yrs	IN COLLABORATION WITH GLASGOW COLLEGE OF NAUTICAL STUDIES, J.K. COURSES COMMENCE IN MID - SEPTEMBER EVERY YEAR BOTH FOR ENGINE CADETS AND DECK CADETS
6.	M. B.A. IN SHIPPING AND PORT MANAGEMENT FULL TIME MBA PROGRAMME 2 yrs	IN COLLABORATION WITH BIRLA INSTITUTE OF TECHNOLOGY, RANCHI. COURSE COMMENCES IN AUGUST EVERY YEAR
7.	ELECTRO-TECHNICAL OFFICERS COURSE (ETOC) 6 mths	IN COLLABORATION WITH INDIAN INSTITUTE OF TECHNOLOGY (IIT), MADRAS
8.	MARINE ELECTRICAL & ELECTRONICS OFFICERS COURSE 4 mths	COURSE SPECIALLY DESIGNED FOR B.E/DIPLOMA (EEE) GRADUATES TO BE COMPETENT TO SAIL ON-BOARD AS MARINE ELECTRICAL & ELECTRONICS OFFICERS. NEXT COURSE COMMENCES ON 3rd Week of JAN 2007.
9.	DIPLOMA IN SHIPPING COURSE PART TIME (EVENING) 6 mths	COVERING A NEED BASED AND EXTENSIVE SYLLABUS DESIGNED BY EXPERTS OFFERING EXCELLENT OPPORTUNITY TO ACQUIRE / ENHANCE SHIPPING KNOWLEDGE FOR EMPLOYMENT IN THE SHIPPING INDUSTRY.
10.	CERTIFICATE PROGRAMMES 3 mths	TO ENABLE AND GET THE SUITABLE EMPLOYMENT IN SHIPPING COMPANIES AND SHIPPING OFFICES ASHORE COMMENCEMENT DATES WILL BE ANNOUNCED.
11.	<ul style="list-style-type: none"> • JUNIOR TRADE, MULTI-MODAL TRANSPORT AND LOGISTICS • CLEARING, FORWARDING AND DOCUMENTATION • SHIP BROKING AND CHARTERING • SHIP AGENCY & PORT AGENCY AND STEVEDORING • DIPLOMA IN MARITIME STUDIES (DMS) • DIPLOMA IN NAUTICAL SCIENCE (DNS) • DIPLOMA IN SHIPPING & MARITIME TRANSPORTATION (DSMT) 	IN COLLABORATION WITH SINGAPORE MARITIME ACADEMY (SMA). DURATION AND COMMENCEMENT DETAILS WILL BE ANNOUNCED SHORTLY

S.NO	STCW COURSES - DURATION	COURSE DATES	FEES		
			NON-RES.	RES.	
12.	GMDSS (DGS APPROVED) 14 days	02/01 - 17/01 05/02 - 21/02	05/03 - 21/03 02/04 - 18/04	07/06 - 23/06 04/06 - 20/06	RS.10,000 Rs.12,000
13.	GMDSS (MDA, UK APPROVED) 10 days	15/01 - 25/01 13/02 - 02/03	20/03 - 31/03 17/04 - 28/04	22/05 - 01/06 19/06 - 29/06	Rs.17,000 Rs.18,000
14.	SPECIALISED TANKER SAFETY COURSE (DGS APPROVED) 11 days	02/01 - 12/01 06/02 - 17/02	06/03 - 17/03 03/04 - 14/04	01/05 - 12/05 12/06 - 23/06	Rs.5,000 Rs.6,800
15.	SPECIALISED TANKER SAFETY UPGRADATION COURSE (DGS APPROVED) 2 days	16/01 - 17/01 20/02 - 21/02	20/03 - 21/03 17/04 - 18/04	22/06 - 23/06 26/06 - 27/06	Rs.1,200 Rs.1,500
16.	PROFICIENCY IN SURVIVAL CRAFT AND RESCUE BOATS (DGS APPROVED) 5 days	02/01 - 06/01 16/01 - 20/01 08/02 - 10/02 20/02 - 24/02	06/03 - 10/03 20/03 - 24/03 02/04 - 06/04 17/04 - 21/04	01/05 - 05/05 15/05 - 19/05 06/06 - 09/06 19/06 - 23/06	Rs.3,500 Rs.4,350
17.	TANKER FAMILIARISATION COURSE (DGS APPROVED) 5 days	15/01 - 20/01 06/02 - 10/02 20/02 - 24/02 08/03 - 10/03	20/03 - 24/03 20/03 - 01/04 10/04 - 14/04 24/04 - 28/04	06/06 - 12/06 22/06 - 26/06 05/06 - 09/06 19/06 - 23/06	Rs.2,500 Rs.3,250
18.	MEDICARE COURSE (DGS APPROVED) 10 days	02/01 - 12/01	05/03 - 15/03	02/06 - 13/06	Rs.5,300 Rs.6,650
19.	MEDICAL FIRST AID COURSE (DGS APPROVED) 4 days	06/02 - 08/02	03/04 - 08/04	19/06 - 22/06	Rs.2,500 Rs.3,100
20.	FIRE PREVENTION AND FIRE FIGHTING COURSE (DGS APPROVED) 3 days	01/01 - 03/01 15/01 - 17/01 01/02 - 03/02 15/02 - 17/02	01/03 - 03/03 15/03 - 17/03 02/04 - 04/04 16/04 - 18/04	03/06 - 05/06 17/06 - 19/06 04/06 - 06/06 19/06 - 20/06	Rs.1,850 Rs.2,300
21.	PERSONAL SURVIVAL TECHNIQUES COURSE (DGS APPROVED) 3 days	04/01 - 06/01 18/01 - 20/01 01/02 - 03/02 19/02 - 21/02	05/03 - 07/03 19/03 - 21/03 05/04 - 07/04 19/04 - 21/04	07/06 - 09/06 21/06 - 23/06 07/06 - 09/06 21/06 - 23/06	Rs.1,500 Rs.1,950
22.	PERSONAL SAFETY AND SOCIAL RESPONSIBILITIES COURSE (DGS APPROVED) 3 days	09/01 - 10/01 22/01 - 24/01 06/02 - 07/02 22/02 - 24/02	08/03 - 10/03 22/03 - 24/03 09/04 - 11/04 23/04 - 25/04	10/06 - 12/06 24/06 - 26/06 11/06 - 13/06 25/06 - 27/06	Rs.1,000 Rs.1,450
23.	ELEMENTARY FIRST AID COURSE (DGS APPROVED) 2 days	11/01 - 12/01 25/01 - 26/01 12/02 - 13/02 26/02 - 27/02	12/03 - 13/03 26/03 - 27/03 12/04 - 13/04 26/04 - 27/04	14/06 - 15/06 28/06 - 29/06 14/06 - 15/06 28/06 - 30/06	Rs.825 Rs.925

- N.B. 1. ALL CANDIDATES MUST PRODUCE A MEDICAL CERTIFICATE W/ MEDICAL EXAMINATION (SEAFARERS) CONVENTION 75 UNDER ILO CONVENTION 147, IN THE ORIGINAL, PLUS ONE COPY. ORIGINAL WILL BE SIGHTED. COPY WILL BE RETAINED.
 2. ONE COPY OF COC / COP IS REQUIRED.
 3. PASSPORT SIZE PHOTOGRAPHS REQUIRED. TWO FOR GMDSS (UK), THREE FOR GMDSS (IND) AND ONE FOR ALL OTHER STCW COURSES.
 4. BOOKING WILL BE MADE ONLY ON PAYMENT OF FEES. DEMAND DRAFT MAY BE SENT IN FAVOUR OF DIRECTOR AMET. PAYABLE AT CHENNAI. CHEQUES NOT ACCEPTED. CASH ACCEPTED.
 5. BOILER SUIT (OVERALL) IS REQUIRED FOR PSC & RB, PST AND PFFC COURSES.

<p>For further details contact: CEO & DIRECTOR Registered Office ACADEMY OF MARITIME EDUCATION AND TRAINING 35 EAST COAST ROAD, KANAKPURI, R-603, 112</p> <p>TEL : 91-44-27472157, 27472155, 27472904, 27472905 FAX : 91-44-27472804</p>	<p>City Office AMET, 5107 H2, II Avenue, ANNANAGAR, CHENNAI - 600 040. TEL : 91-44-26161438, 26161180 FAX : 91-44-26162627, 2626 0550</p>
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(Contd. from page 16)

should include a long term vision for the port that builds on its core strengths and should establish the goals to be achieved over the next seven years to match the vision. Besides identifying the sources of financing for all proposed investments, the business plan should also describe the strategy to achieve these goals and provide a detailed plan of action to implement the strategy. The Seminar was also addressed by Shri A.K. Mohapatra, Secretary (Shipping), Shri N.K. Raghupathy, Vice Chairman, IPA and CMD, Sethusamudram Corporation Ltd. Mr. Pieter Struijs the Chief of Port of Rotterdam Authority and Shri R.K. Jain the Managing Director of IPA.

India and Mauritius to explore area of cooperation in Shipping and Road Sector: The Deputy Prime Minister and Minister of Public Infrastructure, Land Transport and Shipping of Mauritius, H.E. Dr. Ahmed Rashid Beebejaun held a meeting with the Union Minister of Shipping, Road

Transport and Highways, Thiru T.R. Baalu here today. The meeting paved the way of both sides exploring future areas of cooperation in the Shipping and Road infrastructure sectors. During the meeting, the two sides agreed to work together towards development of efficient transportation in two countries.

The Mauritian Deputy Prime Minister is on a six-day visit to India on the invitation of Thiru T.R. Baalu.

Thiru Baalu briefed the visiting Deputy Prime Minister about the progress made by India in the Road and Shipping Sector and also about the introduction of public-private partnership in these sectors.

Thiru Baalu informed his Mauritian counterpart that several Indian Companies operating in the infrastructure sector have the resources and required technical know-how which could be of benefit to Mauritius in the development of its physical infrastructure.

The Minister gave a brief introduction about the recent initiatives launched by the Government of India in the Ports,

shipping and road sector and about the National Highway Development Programme. He also told the visiting dignitary about the National Maritime Development Programme (NMDP) under which 276 projects are being taken up under Public-private partnership (PPP). He said that under the NMDP, an investment of US \$ 12.5 billion is envisaged in Port sector till 2011-12 and another US \$ 9.5 billion in Shipping sector till 2025

The Mauritian Deputy Prime Minister applauded the economic progress India has made in recent times and sought India's cooperation in the infrastructural development of his country. He especially commended the expertise of the Indian marine and engineering officials and showed keen interest in enhancing cooperation the maritime training. During the meeting, it was also agreed that the two sides would form two joint working groups in the shipping and road sector respectively and details for these two groups will be worked out through appropriate channels. Source: Press Information Bureau.

	<h2 style="margin: 0;">NATIONAL MARITIME ACADEMY</h2> <p style="margin: 0;">(Formerly NATIONAL INSTITUTE OF PORT MANAGEMENT) East Coast Road, Uthandi, Chennai-600 119</p>		
ISO 9001-2000	* ICRA RATING : GRADE-I		
<p><i>We are pleased to announce commencement of the following courses on our newly installed</i></p> <p>"Full Mission Engine Room Simulator"</p>			
S.No	Name of the Course	Duration	Course Fee
1	Engine Room Simulator (Management Level) (DG App. No. TR/A/11/07) - Twice A Month	05 Days	Rs. 12,000/-
2	Engine Room Simulator (Operational Level)(DG App. No. TR/A/10/07) - Twice A Month	03 Days	Rs. 5,000/-
Regular Engineering Courses			
1	MEO Class-I Engineering Management Course(DG App. No. TR/A/71/06) Commences On :Every First Working Day of the month	02 Months	Rs. 7,500/- per month
2	MEO Class - IV Preparatory Course(DG App. No. TR/A/63/04) Next batch commences On : 3rd June 2007	03 Months	Rs. 5,000/- per month
For Bookings Contact : 044 2453 0341/343/344/345/348		Fax No: 044 2453 0342	
E.Mail : portnma@tn.nic.in		Website : www.nma.tn.nic.in	

Arbitration clause applies to employment contracts

Citation: Terrebonne v. K-Sea Transportation Corporation, 447 F.3d 271 (5th Cir. 2007).

In the Fifth Circuit Court of Appeals in the United States a seaman sought to bring unseaworthiness, maintenance and cure, and Jones Act claims against his employer for an aggravation of a prior injury, despite the fact that he had signed an arbitration agreement when he settled his claims for the initial injury. The seaman argued that the arbitration agreement was unenforceable because the Federal Arbitration Act does not apply to the employment contracts of seamen, and that because the agreement covered his maintenance and cure payments, it necessarily constituted part of his employment contract.

The primary issue before the Court of Appeals was whether an arbitration agreement which stated that the employer was required to pay a seaman maintenance and cure was unenforceable under the Federal Arbitration Act as part of a seaman's unemployment contract, or alternatively whether the FAA would apply so as to compel arbitration of the seaman's claims.

The Fifth Circuit Court of Appeals held that the seaman was bound by an arbitration agreement he entered into as part of a settlement of potential claims arising out of the earlier on-the-job injury. The court explained that although a seaman's employer is required to pay maintenance and cure, this does not mean that maintenance and cure is part of the employment contract. In this case, the arbitration agreement merely stated that the employer was required to pay the seaman maintenance and cure, and did not change this obligation or the terms of the seaman's employment. In such a case, the Fifth Circuit held, the arbitration agreement does not constitute part of the employment contract, and is thus enforceable under the FAA. The Fifth Circuit therefore compelled arbitration of the matter.

This case illustrates a shift toward arbitration agreements being favored and broadly enforced by the courts, even in the maritime personal injury context—as the court explained, "[i]t is only by rigorously enforcing arbitration

agreements according to their terms, do we give effect to the contractual rights and expectations of the parties, without doing violence to the policies behind the FAA."

This case note is the first by the firm of Royston Rayzor who are the Fifth Circuit case note reporters for the new Maritime Advocate Archive.

Expert testimony excluded

THE US Court of Appeals for the Fifth Circuit has upheld the decision of the federal district court to exclude expert testimony in a maritime toxic tort suit. In so doing, the court concluded that the studies relied upon by the expert failed to give an adequate basis for the opinion that the types of chemicals that the plaintiffs were exposed to in their marine employment could cause their particular injuries in a more general environment.

The plaintiffs in the case, which is reported by Holland + Knight in its Maritime Items ezine, were tanker men who, during the course of their employment, were exposed to various chemicals, including benzene. One plaintiff was later diagnosed with Hodgkin's lymphoma, but has since fully recovered. The other plaintiff was later diagnosed with bladder cancer. Both plaintiffs asserted that their medical conditions were caused by their exposure to benzene.

At trial, the plaintiffs relied on a highly qualified epidemiologist and physician as their expert witness. The witness testified that benzene exposure caused the plaintiffs' medical conditions and stated that he relied on over fifty studies for this conclusion. After reviewing each of the studies, the trial judge found that most of them failed to isolate benzene as the cause of the conditions and found that the remaining studies were statistically insignificant. The judge then granted the defendant shipowner's motion for summary judgment. On appeal, the court held that the trial judge did not abuse his discretion.

Court opts for "commercial common sense"

The Court of Appeal has given an important judgment providing full support for any party wishing to enforce an agreement to arbitrate. "In doing so," London law firm Lawrence Graham comments, "the court decided that sometimes it is better to draw a

line under reported decisions, and to start again in order to achieve a result which is more in tune with commercial common sense." The ruling is part of a dispute between Russian state shipping company Sovcomflot and its subsidiaries and the defendants which include the charterers of eight Sovcomflot vessels and the former director general of Sovcomflot. Sovcomflot alleges that eight time charters of Sovcomflot vessels concluded between 2001 and 2003 were so uncommercial that they must have been procured by fraud. The defendants deny this and saw arbitration as the quick way to clear their names. Each charter contained a clause entitling the parties to refer disputes to arbitration. An experienced shipping arbitrator, Lawrence Graham's Mike Lax says, would soon be able to decide whether the charters were uncommercial. Charterers appointed their arbitrator, and called upon Sovcomflot to appoint theirs. Sovcomflot refused and applied to the High Court for an injunction to prevent the charterers from continuing with the arbitration. Mr Justice Morison held that the Sovcomflot companies could have their injunction and that charterers were not entitled to proceed with the arbitration. He rejected the charterers' argument that the court was bound by S.9 of the Arbitration Act to stay the Sovcomflot claim Court action. "Luckily for commercial common sense and arbitration in general," Mr Lax comments, the court of Appeal unanimously overturned that decision in January 2007 and held that the question as to whether the Sovcomflot companies had lawfully rescinded the charters could be dealt with by way of arbitration after all. Sovcomflot is now seeking leave to appeal this decision in the House of Lords.

Tanker broker ACM Shipping Group has appointed Ian Hartley as finance director and Timothy Chadwick and former Maritime London chairman David Cobb as non-executive directors. Ian Hartley was previously finance director with Mayborn Group plc, a consumer products group. Timothy Chadwick was previously executive chairman at Simon Group plc, where he oversaw the restructuring and refocusing of the company into a specialised and profitable seaports business. Past President of the Chamber of Shipping, David Cobb CBE

was executive chairman of James Fisher & Sons until 2002 and is currently president of the Institute of Marine Engineers Science and Technologists. He was elected Sheriff in the City of London in 2004. ACM Shipping raised GBP 7.6m when it listed on Londons Alternative Investment Market (AIM) in December last year.

Ships to be tracked electronically:

All ships approaching New Zealand's coastline are to be tracked electronically as part of a major overhaul of shipping safety, designed to reduce accidents and prevent crime and terrorism. Ships will be tracked from an operations centre in Lower Hutt, using a sophisticated monitoring system built and run by state-owned enterprise Kordia for Maritime New Zealand.

The International Maritime Organisation issued a global edict in 2000 that all ships weighing more than 300 tonnes must be fitted with GPS transceivers and computers that send a VHF signal every six to 20 seconds, depending on the ship's speed. The signals identify the ship and provide a host of information about each vessel. This includes its location, direction, speed, turning angle, size and type of cargo. Originally designed to reduce the risk of collisions at sea, the Automatic Identification System took on a new dimension after the September 11 terrorist attacks, says Maritime Operations Centre manager Brendan Comerford. Kordia has tested reading AIS signals from ships using four land-based VHF receivers, including one at the top of Mt Kaukau in Wellington. It has now won a contract from Maritime New Zealand to set up a national network of about 17 receivers, each of which will be able to pick up signals from ships up to 100 kilometres away, which Mr Comerford says should be sufficient to provide coverage of all New Zealand's coastal waters.

Maritime New Zealand deputy director Peter Williams says AIS will give the government agency the means to achieve "Maritime Domain Awareness". "This is all about understanding the impacts of our marine environment on sovereignty, security, safety, the economy, the environment and the foreign policy interests of New Zealand," he says. Mr Comerford says

staff at the Maritime Operations Centre will be able to conduct virtual "fly-bys" of ships and "zoom in" on them. They will be better able to warn ships approaching marine reserves and identify all ships sailing through Cook Strait without stopping. "In the past, we may not have known about them." He says ships could switch off their AIS transmitters but ships that were in coastal waters without transmitting or that suddenly stopped sending signals would probably attract attention, rather than escape it.

The United States' Homeland Security Department estimated in 2004 that if a large US port was closed for a month due to an act of terrorism, it could cost the US "up to US\$60 billion" (NZ\$83 billion). There have been concerns, though, that AIS could increase the risk of piracy and terrorist threats to shipping itself. The International Maritime Organisation condemned the publication of data from AIS transmitters on the Internet in 2004 as a possible security risk. Some such websites have been set up by ship-spotting hobbyists. Britain's Maritime Coastguard Agency advises ships to stop sending AIS signals if they are in trouble regions and know they are at risk of imminent attack.

Clarifications from Ministry of Shipping, Road Transport & Highways:

In some sections of the Press, recently modified 'Dredging Policy' of this Department has been subject to some comments. In order to put the records straight the following clarifications are given:

1. The provision for a right of first refusal extended to the Indian companies owning Indian flag dredgers is different from the concept of 'purchase preference' policy of the Government which is applicable only to PSUs. This right of first refusal is available to both private and public sector enterprises. This has been introduced to provide a level playing field to the Indian dredging companies vis-à-vis their foreign competitors. While in the macro-economic perspective, the forces governing the policy trade-off between higher procurement cost and protection to domestic enterprises have perhaps changed in favour of India during the recent years, this is not completely

true in case of the dredging sector. The sector remains dominated by a handful of international players and the capacity of Indian flag dredgers remains low warranting the continuation of intervention from the Government to help build greater domestic capability in dredging, including the public sector enterprise. So far as the right of refusal being available to a bidder within 10% of lowest valid bid is concerned, it is clarified that the contract will be awarded to the person exercising the right of refusal only if he matches the lowest bid.

2. In some cases where dredging is to be undertaken, the cost of dredging offered by competitive bidders is far above the estimated cost and sometimes unreasonably exorbitant. It has been felt, therefore, that in such situation the government should entrust the work to public sector undertakings whose cost could be determined normatively so as to avoid the bidders to take undue advantage of the pressing dredging needs of Indian ports and other organizations. The intention in stipulating this is to keep an option open so that bidders offering exorbitant cost do not unduly burden customer organizations with unreasonably higher cost.

Policy for setting up of A NRI/PIO University in India:

The Union Cabinet today gave its approval to a policy framework for establishing a NRI/PIO University in India in the Special Economic Zone (SEZ) as a Deemed University de-novo under Section 3 of the UGC Act as an Institution of Excellence. The university will be set up by Overseas Indian Trusts or Societies with credible standing and experience in the field of education under the overall supervision of the Ministry of Overseas Indian Affairs. Follow-up action has been taken on the Hon'ble Prime Minister's promise to the Indian Diaspora and to meet the aspiration of the overseas Indians for availing higher education opportunities in India. . It will help in developing the comprehensive bilateral links with India through the active association of the diaspora.

In developed countries like USA and UK, higher education is expensive and increasingly overseas Indians do look

to their country of origin for meeting the higher educational needs of their children. Setting up of NRI/PIO University in India will cater to the needs of the PIOs/NRIs in sought after disciplines as well as impart educational standards at par with the best Universities in the world in one campus.

Background

There are around 25 million people of Indian origin living abroad in nearly 130 countries. Students from these countries, particularly in the developing world, where educational facilities are either not available or are limited, look up to India for their higher educational needs. Hon'ble PM had initially announced setting up of an exclusive University for the PIOs during his meeting with the Indian community in Malaysia in December, 2005. This subject was also discussed at the Pravasi Bharatiya Divas (PBD) 2006 at Hyderabad. At PBD'07 in New Delhi, PM once again announced that the proposal for establishing a university for Persons of India Origin is under active consideration of the Government.

Asian ship operators urged to discuss Malacca costs:

The Singapore Shipping Association (SSA) has urged the Asian shipping industry to participate in discussions on the cost of ensuring navigational safety in the Malacca Strait.

While SSA acknowledges the initiatives put forward during the maritime forum, the Singapore-based association hopes for "further discussions on the issue before a consensus paper can be made to the International Maritime Organisation (IMO)."

There has been a call for shipping firms to pay a "toll" going through the Malacca Strait following a recently concluded maritime forum in Kuala Lumpur, Malaysia. The SSA has noted with interest an approach that had been made in seeking to establish an acceptable mechanism for voluntary funding. "We would like to know how the funds are to be collected, managed and distributed. There should also be

further consultation on the voluntary funding mechanism that will be established with all interested stakeholders before it is endorsed by the three littoral States and the IMO," Teo Siong Seng, chairman of SSA, said in a statement. Such a mechanism should, in the SSA's view, be consistent with the KL Statement issued last September and the United Nations Convention on Law of the Sea (UNCLOS) 1982.

He added that SSA members "will not be receptive to any attempts that are aimed at seeking mandatory funding towards this cause as their ships calling at ports in the three littoral states are already paying port dues or light dues." He highlighted that such dues should be used to enhance safe navigation and environmental protection. During the forum in Kuala Lumpur, the Nippon Foundation, a Japanese non-government aid donor, said a charge of one cent per metric tonne (mt) of cargo would raise \$40 million annually. The head of the foundation, Yohei Sasakawa, said the money could be used to improve navigation and safety in the strait. "This is such a small amount that it would not impact freight rates but it would help alleviate the excessive burden born by the littoral states," he told a symposium on the Malacca Straits. There have already been calls for countries and shipping companies that use the strait to give money to

help finance safety and security, but so far Japan remains the main international donor.

MONEY & BANKING.

Shipping expansion promises big moolah for banks:

Upbeat over Rs 55,000 crore worth expansion expected in the shipping and port sectors in the next few years, Indian banks, which have already lent \$ 2billion, expect big business from them. "Indian banks have already lent about \$2 billion to the two sectors this fiscal. We expect the boom in the two sectors to last for the next five years," a top public sector bank official said.

The country's largest commercial bank State Bank of India and the largest private sector bank ICICI are the two major players lending to these sectors. With the government announcing a Rs 55,000 crore expansion and modernisation under its National Maritime Development Programme, Indian banks scent a huge business opportunity here. This financial year has seen lots of announcements by the two sectors. The Mumbai Port Trust has announced plans to build a Rs 1,800-crore offshore container terminal. The Jawaharlal Nehru Port Trust, which handles over 50% of the country's container cargo traffic, plans a Rs 3,000-crore fourth container

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terminal this calendar year. Varun Shipping, which was looking to raise capital from the Singapore Stock Exchange, decided to raise capital locally because volatility in world stock markets in May 2006. Mercator Shipping Lines also plans \$1 billion expansion by diversifying into ship building.

Internet to link up major Indian ports:

NEW DELHI: The government is planning a major modernisation drive in the maritime sector by providing inter-connectivity for all the 12 major ports in the country through a Port Community System (PCS). The system will link various stakeholders, such as shipping agents, exporters, importers, banks and terminal operators, through the centralised web-enabled PCS.

"The aim is to facilitate paperless transactions through e-filing of all applications or electronic data interchange," a government official said, adding the new system would be in place by December this year. With this system, time-consuming procedures related to booking of cargo and getting clearances would be done online, making the process much faster. Information on shipments and delays in arrival and departure of shipping lines would be available on a real-time basis. Timely availability of data would translate into improved efficiency of India's maritime trade, both domestically and globally. PCS, which is being pioneered by the Indian Ports Association (IPA), is likely to be implemented in Mumbai Port and Jawaharlal Nehru Port in the first phase.

Port community systems are common in many countries. The port of Rotterdam, for instance, processed about one million electronic messages in December 2006 through its port community system. Though a number of ports in the country have switched over to computerisation of some transactions, the centralised PCS will link all ports and provide customers with continuously updated data. Port users would have to register on the PCS site to obtain data or file an application.

The government is hoping to improve efficiency and make the country competitive in the maritime sector. At present, the port sector is lagging behind globally competitive ports in

countries such as China, both in terms of cargo handling capacity and turnaround time of vessels. The average turnaround time at ports in India is about 3.5 days compared to just 10 hours in Hong Kong. PCS could help improve port efficiency.

Error of navigation case-the watch alarm was switched off:

Jacobus Bracker the Hamburg Attorney reports this month in Peter Jones' widely read e-zine monthly Forwarderlaw on an interesting case before the German Federal Supreme Court (the Bundesgerichtshof) in October. In this case cargo interests sued the time-charterers of MV "Cita" which in March 1997 stranded off the Scilly Isles and sank. The first officer who had been keeping watch alone had altered the course of the vessel and then fell asleep in the early hours of the morning. He awoke to find the vessel stranded. The vessel was equipped with a functioning watch-alarm but it was general practice on board to switch the watch-alarm off, even before the voyage in question.

The defendant set up a limitation fund. The plaintiff claimed against the fund in the amount of DM 1 million and applied for a declaratory court order that the claim was valid. The court ruled in favour of defendants. Arguments that the ship was unseaworthy by reason of improper manning were rejected. The court also ruled that the various things which could be attributed to the cause of the loss, eg the setting of a new course, the failure to switch on the watch alarm, and the watch-keeping with only one instead of two persons together with the fatigue of the watch-keeper - were measures of navigation and management of the vessel which lead to the said exclusion of liability. even in cases where intent was present, the exclusion of liability for error in navigation and management of the vessel applied.

Finally the Court also held that defendants as time-charterers (the contractual carriers) had no obligation to cargo interests to care for the proper use of the watch alarm. Thus the organisational fault of management could not be attributed to the time-charterers.

The beach party's over: Our friends over at Shiptalk have reported on the legal situation of the "MSC Napoli":- The winter weather has led to a further delay of the salvage work on the stranded container ship "MSC Napoli" off the UK coast. Despite the wind, rain and crashing waves authorities have been working hard to remove the legal basis looters had been exploiting to take away much of the cargo washed ashore.

Robin Middleton, Secretary of State's Representative in Maritime Salvage and Intervention (SOSREP), in response to widespread concern and condemnation of the chaotic scenes when police tried to hand out forms to people taking valuable items off the beach, said: "The normal arrangements in terms of recovery of wreck material through voluntary salvage do not apply in the case of the MSC Napoli." He explained: "The reason for this is that comprehensive salvage contracts have already been placed by the owners of the ship (and the consignors) to recover all items from the vessel, including those lost overboard and washed ashore."

"Therefore," he stressed, "members of the public have no legal authority to recover items as wreck or salvage from the MSC Napoli." He said that any further containers that may be washed ashore would be marked and secured as soon as they arrive on the beach. Aerial surveillance flights continue and these reconnaissance missions will also help pinpoint any missing containers.

The Maritime Advocate Archive is launched:

It has taken a while but the new website for the Maritime Advocate has been launched this week. On it browsers will find a fully searchable archive for the back issues of this publication and also, week by week, the efforts of our sponsors who will be providing country summaries and case notes for each major maritime jurisdiction in the world. If you have any thoughts on the site, or indeed any ambition to participate please let us know.

AMET COMMEMORATES ITS 15TH YEAR

31st March 2007 was a red-letter day at AMET. Ushering in its 15th year of operation, the AMET Annual Day - popularly known as Tidal Wave 2007, took off to a great start, sharp at 1700 hours in spite of the Tamil Nadu Bandh. The Chief Guest was Mrs. Janet Okten, Principal of Glasgow College of Nautical Science, U.K., (GCNS), which college was the founding collaboration of AMET in December 1992. The Guests of Honour were, Mr Douglas McHugh, Asst. Principal and Head of Faculty (Engineering) of GCNS U.K. and Mr. S. Dinakar, Field General Manager, Indian Overseas Bank, Chennai. Mr. J. Ramachandran, Chairman AMET, welcomed the gathering with great nostalgia narrating the humble beginnings with the GCNS collaboration and recounting AMET growth to its present stature of reportedly becoming largest pre-sea training maritime institution in the world and boasting of prestigious collaborations with world leaders like A.P.Moller-Maersk Group. He further proudly declared that very soon he would be addressing as the Chancellor of AMET University, which is about to happen.

Capt. S Bhardwaj, CEO & Director AMET, spoke thus, " AMET-GCNS collaboration pioneered two important initiatives in the country. (a) International collaborations in Maritime education, and (b) Private initiatives in maritime education.

For AMET, it was a foundation well laid. Today we have This AMET, an edifice, almost perfect in its parts and honourable to its builders. AMET now stands tall, in its academic profile as well as in its global role. The underlying drivers to this transformation have been the Vision and Vitality of the organization. Compelling vision, of attaining and retaining leadership position; and above all, the superordinate purpose of creating employment opportunities, has been the main driver. Vitality is manifest at AMET in many ways, including deepening insight into maritime education, breakthrough innovations, ability to rapidly absorb knowledge, and, the growing nimbleness to proactively manage change and adaptiveness to continuously leverage market opportunities.

A robust platform is now shaped for embarking on the next phase of aggressive expansion, that would unveil shortly; of which Chairman has already given the hint."

Mrs. Janet Okten, the Chief Guest, proudly recounted the long and successful collaboration with AMET and hoped it would grow further from strength to strength for which grounds are being laid in her this visit. She declared that GCNS has just been sanctioned large funds from the Scottish Funding Council consequent to the successful inspection by Her Majesty's Inspectorate of Education, and that this funding will assist in further improving the quality of education at GCNS. She further stated that GCNS was attracting



students from various countries, but the ones from AMET stood above all in terms of high levels of academic standards, discipline and general turn-out.

On the occasion of the Annual Day, Long Term Service jewels were presented to Deputy Director Mr. K. Seyadu and the AMET bus driver Mr. Krishnamurthy.

HOD Marine Engineering, Mr. Venugopal was felicitated for successful completion of the prestigious 'Ship-in-Campus' project.

Senior Cadets Rushil Tandon and Vidyut Narayanan spoke on behalf of their passing out batch with gratitude to the excellent training and education received at AMET and the overall transformations brought out on them to take up the career at sea.

The formal function concluded, brilliant talent in cultural programme was on display by the cadets commemorating TIDAL WAVE 2007.



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