

## New rules on tanker cargo come into force

JANUARY 1 2007 marks the entry of another of the raft of mandatory new rules and regulations that are being introduced in rapid succession in recent years with significant implications to the global shipping industry. Effective 2007, oil products tankers, chemical carriers, offshore supply vessels and tankers will have to comply with new rules on carrying noxious liquid substances and oil-like substances. The changes are wide ranging in their effect. Classification societies can assist the shipowner by providing advice on the substances that may be carried without changes to the ship or on the necessary steps to be taken for the re-certification of the ship. Where changes are required to continue carrying certain substances, Class can provide advice and guidance to help the shipowner comply with the revised regulations.

The enforcement of the new regulation follows the adoption by the International Maritime Organisation the Amendments to Marpol Annex II and the International Bulk Chemicals (IBC) Code<sup>1</sup>. The IBC Code comes into force on January 1 2007 on substances that may be carried by ships, some of which will require changes, others not. The requirements are applicable, to varying extents, to all new and existing ships carrying Noxious Liquid Substances (NLS) and oil-like substances which will be treated as NLS.



## Seafarers warned against fake distress calls

A warning published by the Bahrain-based US Navy's Maritime Liaison Office (Marlo) has detailed a recent incident that demonstrates one method that pirates are using to entice merchant shipping into danger.

On December 19, 2006, at 1932 (local), at dusk, the US-flagged vessel Sheila McDevitt, at position 32.6S / 043-57.8E, received a distress call from a vessel saying, "Please Captain my help."

The unidentified 'distressed' vessel was at that time five miles off the starboard bow. The captain suspected a piracy attempt due to a history of pirate attacks in the area and the suspect vessel's relative high speed and intercepting course. The suspect vessel looked to be in sound condition, making over 11 knots, and there appeared to be a group of men on deck. The Captain called for maximum speed and altered course to increase distance from the approaching suspect vessel. The suspect vessel followed for approximately two miles before breaking off. Throughout the entire period, the suspect vessel was calling for the US ship to stop and come to their position. The reported radio calls sounded as though

## Highlights

	Page
New rules on tanker cargo come into force	1
Sethu dredging begins amidst sea of controversy	2
From the Editor's Desk	3
Ecological hazards	4
UN Secretary-General Ban submits financial disclosure form, encourages others to follow	5
GE Shipping opens centre for seamen	6
14 Indians aboard vessel feared dead	7
New Chief Executive for Maritime and Coastguard Agency	8
Ship sinks with 850 people onboard	9
Maritime council meet begins	10
Mystery ship raises concerns	11
Pakistan, India ink Protocol on Shipping Services	14
The UN International Labour Organization	15
DG-Shipping Circulars	16-17
ISPS...Time For Another Book	18
Security - We're Great!	19
Nuclear sub hits Japanese ship	20
ONGC's vessel tender: Indian majors on list	21
Cabinet clears formation of Indian Maritime University in Chennai	22
Institutional News	23

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## Attention Seafarers!

In case of Emergency seek Help while in Indian waters / Indian EEZ,  
Contact: INDIAN COAST GUARD

(Dial City Code)

followed by **1718**



they were being broadcast from more than one VHF set and there was more than one caller.

## Piracy at Bandar Abbas

GAC's Hot Port News has reported that caution is being urged after a ship loaded with petrol was attacked by pirates on December 18 while waiting for her turn at the Bandar Abbas anchorage. The pirates boarded the Maritime Gisela and removed three of its life rafts. The life rafts inflated and a smoke flare went off, attracting the attention of the crew who immediately alerted the port. Even though the pirates got away with the remaining life rafts, Port Police arrived at the scene by speed boat and captured three individuals who are currently being held in custody. This was the first piracy incident to be reported in the Bandar Abbas Anchorage and crews have been advised to stay alert while their vessels are at anchor in the area.

## NYK gets first of eight biggest box-ships

Japanese carrier Nippon Yusen Kaisha (NYK) has taken delivery of NYK Vega, the first of eight of its new 8,600-TEU containerships from South Korea's Ulsan Shipyard of Hyundai Heavy Industries (HHI). According to a release, the NYK Vega is one of four ordered from HHI with four more coming from IHI Marine United of Japan. The NYK Vega, the largest containership in NYK's fleet, will help NYK respond to expanding demand, mainly from China, as well as enhance the company's cost-competitiveness. All eight ships will be built by early 2008 and assigned to the European route. The introduction of a new engine allows for optimal combustion efficiency due to an electrically controlled system that controls the timing of fuel injection and the opening and shutting of the exhaust valves.

## UASC joins hands with Jardine

The United Arab Shipping Company (UASC) has announced the incorporation of a joint venture company with its agent in Asia, Jardine Shipping Services. UASC (Asia) Pte. Ltd, has been incorporated in Singapore and will assume agency duties in Taiwan, Hong Kong, Thailand, Malaysia and Singapore through its own entities and in China, Vietnam and the Philippines through sub-agents, from today. The JV company, in which UASC is the major shareholder, will maintain the existing office locations in all countries and will continue to provide the full range of UASC's service products.

## Sethu dredging begins amidst sea of controversy

The Tamil Nadu Government has inaugurated the excavating and dredging of the Sethusamudram Canal Project on December 11 across Adam's Bridge, ignoring warnings from defence analysts about the potential threats to naval and commercial ships from terrorist attacks. According to top officials, vehement opposition to the dredging of the canal has fallen on deaf ears, largely due to the Indian Government's unilateral assertion that they need to transport cargo ships between its eastern and western ports of call, and in particular naval vessels with sensitive cargo without

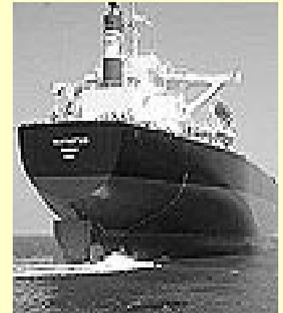
entering Sri Lankan waters. Despite the Indian claim that the southern most power plant for electricity being built in Kudakulam, is for peaceful purposes, the military use of the by-products in particular for the Indian Naval warships, submarines and the missile programme, is an open secret. The siting of the Nuclear power reactors in the southern most tip of India is no accident as it is considered to be out of missile range from Pakistan.

Defence analysts in the region have expressed concerns as the North- Eastern region of Sri Lanka is frequented by terrorists - the LTTE - with naval capability.

It is also feared that a terrorist attack on a cargo ship carrying sensitive material will lead to not only an environmental disaster, but also a potential Bhopal issue.

## Terrorist threat

However, according to top defence analysts, the Indian defence establishment has not taken into account the threat from terrorist operations in Sri Lanka and the risk of an attack on Indian naval craft that will carry nuclear cargo through the proposed Sethusamudram canal to the whole area, if an attack takes place. India has 14 nuclear reactors in commercial operations and nine nuclear power plants are being built. With two new 1000 Megawatt plants being scheduled for opening in 2007 and 2008 in Kudakulam in



South India, the Indian nuclear programme is expected to provide 25% of the country's electricity by 2050. The main raw material that will fuel the nuclear plants will be Thorium. Before the US warship USS Cole was attacked by terrorists at the Port of Aden, the LTTE had attacked Sri Lankan Naval craft with similar precision. A repeat of such an attack in the Sethusamudram channel is feasible from both land and sea as it is in close proximity to the LTTE controlled areas in the North. The Tuticorin Ports Trust, which is the main driving force behind the controversial canal project,

(Contd. on page 4)

## From the Editor's Desk



Welcome To 2007 - Hello, and happy new-year to one and all. Last year was a hectic and momentous one for "Marine Waves" With huge increases in readership, with many top companies looking to advertise with us, it was a great time. Seafarer's knowledge, gained over the years of active sea service, has not been duly encouraged to be documented for corporate growth, though globalization in shipping was long and ever linked from times. Knowledge Management, by virtue of generating a Data Bank, identifying, collect, organize its storage, collation, dissemination and retrieval, for optimized utilization and growth, though was an emerging phenomenon, determining the success of any industry viewing globalization, The need to pile up case studies, which being neglected in Indian Shipping, as on similar grounds of M. A. I. B.,

UK. Its high time, we have control over seafarers sailing out on the deep seas, viewing their welfare. Lacks statistics of those who set sail and of those returned, casualties during each year etc. INDOS. yet to prove foolproof. Systematic abuses of seafarers rights.

Case studies of valid data acquired could be better developed into knowledge and transferred to the future employees of the profession, for application of the best, with future growth. This puts in place, application of the right knowledge into practice, keeping away unwanted area of outdated technology, thus equip with self-sufficient knowledge of the availed past, best rich experiences. Merchant Navy vessels are manned, with all constraints of resources (man-power, machineries and material spares) is never the less, than on the defence vessels, but for a disciplined approach in executing their commercial operations of world class, to meet the world trade.

Time is fading away, the past days of having the time and patience to go through the several racks, for selecting the desired books to read, in some cases have to wait and reserve the book, if it is not readily available, especially for those pursuing professional courses. Digitalising the necessary mandatory books is a good alternative, as it would not only save time but also help preserve old and rare text, making it accessible for future generation of students. Information technology enabled tools, such as the internet plays a crucial role in sharing and managing knowledge quicker, valuing TIME. This world is not the world of dreams; we should be practical and should face the reality. Spare no efforts and devotion to duty. Maritime need of the hour is a commitment to excellence, intelligent planning and focused effort. While there is tremendous untapped potential, in the maritime discipline, to be explored, calls for focus on infra structure to enhance competence, social issues-think humane etc. Men out at sea need to be physically and mentally sound, to meet eventualities out at sea. Real success comes through risks and sacrifices, along with intelligent work. Its challenging, thrilling, etc. though life is how, one makes it.

The foreseeable Indian Maritime University would be indigenously developed into a world premier class, leading in technological and socio-economic development of the country, enhancing the global competitiveness of technical manpower and by ensuring high quality of technical education to all the sections of the world maritime society. It's, not just knowing the job function, but to perform efficiently, at each and every stages of work.

- Co-ordinate, Control and monitor the requisite operations,
- Ability for right /quick decision making.
- Analytical mind with communication skills.
- Eagerness to learn from feedback.
- Enjoy facing professional challenges.
- Enthusiasm in watching new trends and mastering new skills.
- Willingness to learn and keenness to train subordinates.
- Loyalty to the serving organization.
- Readiness to take responsibilities.
- Cheerful approach to teamwork.

Senior Officers onboard the vessels, are the real producers, who shape the shipping organization through their performance. They have to be the real role models. Their actions decide the future of the organization. The wealth of such rich experience followed by qualifying appropriate education can make the world of differences between success and failure, in today's competitive environment, in the corporate offices. This would transform professionals with strong technical knowledge into business leaders of the future, with equally strong management knowledge and help them adopt a global perspective.

**Dr. Chandran Peechulli, Ph.D**  
Fellow - Institution of Engineers (India)

had previously failed to get the assistance of Dutch Government funding due to the Dutch authorities being concerned about the irreparable damage that the project would cause to one of the most fragile marine eco-systems and potential world heritage archaeological sites.

A Sri Lankan delegation comprising Naval and Scientific authorities have visited New Delhi in the second week of December where the implications of Indo- Sri Lanka Maritime relations and the consequences of the Sethusamudram Project were discussed with their Indian counterparts. The Chairman of the Tuticorin Ports Trust N.K. Raghupathy, who was to meet the Sri Lankan delegation at this specially convened meeting also attended while former Indian External Affairs Minister K.C. Pant, was a notable absentee.

The Chairman of the Tuticorin Ports Authority, who was one of the integral figures to iron out bilateral issues, has boycotted the meeting. Instead, the Indian side while keeping the visiting Sri Lankan delegation members in New Delhi, has begun the excavation of the operations Palk Strait. According to diplomatic sources, while the Director and Head of the Industrial and Technological Institute (former CISIR) Dr. Aziz Mubarak was illustrating the environmental damage and the threat to the marine ecology of the Palk Straits to the Indians, Raghupathy was shooting flares into the air celebrating the launch of the dredging of the Adam's Bridge.

The Indian unilateral decision can be challenged in Court in both India and Sri Lanka as well as the International Courts, with ample Precedent Case Law to support the immediate cessation of the dredging activities.

## Unsuccessful

However, The Nation also learns that while the dredging did commence earlier this month, the activities have not been successful with the dredged area repeatedly filling up. Retired Sri Lankan Diplomats are questioning the Appeasement Policy followed by the Sri Lankan Foreign Ministry with respect to the Sethusamudram Project and are calling for the Government of Sri Lanka to take a more principled stand against India and not to yield against the unilateralism. They have also warned

that India has already blocked the Sri Lankan Government's moves to develop the Kankasanturai port which was to be developed with foreign assistance and left a major development void in the Northern peninsula which has resulted in the current food shortage in Jaffna. During a recent state visit to India, President Mahinda Rajapaksa has raised some of these matters but according to top sources, while India has been offering support to develop the KKS port, none of it has been forthcoming and Sri Lanka is also being prevented from securing other assistance because of the Indian objection.

## Ecological hazards

Indian environmental activists have cautioned that a large number of protected Dugongs whales and dolphins and other rare species of marine mammals are all threatened with extinction due to shipping accidents.

The fishing community is also up in arms as one of the most lucrative prawn fish and other marine farming zones will lose its spawning habitats due to the dredging of the Sethusamudram canal. International marine archaeologists also have expressed objections to the project citing that the Adams Bridge is one of the oldest marine archaeological sites in the world as the 5000 year plus man-made bridge which is a part of India's heritage with direct attribution to the Ramayana epic.

Hanuman's Bridge is a Hindu cultural icon and many millions of Hindu devotees will lose their most pre-eminent archaeological evidence to support their cultural ethos.

The local community living on either side of the Palk Strait is risking not only losing their fishing livelihood but also run the risk of radiation contamination and potential oil spill disasters. They are also likely to be without fresh drinking water as the aquifers are expected to be contaminated with the salt water due to the lateral pressure from the ship traffic using the canal.

## India says...

Indian High Commission's Commercial Counsellor Sanjay Sudhir told The Nation that the Government of India does not need to keep Sri Lanka informed of what was happening all the time "giving ball by ball commentaries" as (a) it has

been done by mutual agreement with former President Chandrika Kumaratunga and Premier Manmohan Singh (b) The project is in Indian territorial waters and (c) There have been three rounds of talks between India and Sri Lanka. This is not unilateral on the part of the Indian Government, he said.

He asserted that the Environmental Impact Assessment (EIA) has been done by the National Environmental and Ecological Research Institute (NEERI) of Ahmadabad and the results have been shared with the Government of Sri Lanka. He said that the meeting with the Indian and Sri Lankan officials were on maritime matters and the Chairman of the Tuticorin Ports Trust N.K. Raghupathy was also there. However, he declined to comment on the defence issues, claiming that they were outside his ambit.

## No Government comment

Despite repeated attempts by The Nation to get comments from the Government on this project, Foreign Affairs Minister Mangala Samaraweera, Additional Secretary Foreign Affairs Ministry Geetha De Silva who is also the current Acting Secretary, Additional Solicitor General P.A. Ratnayake who was a member of the Government delegation to New Delhi and who is a legal expert on the implications of the project and also Director of the Institute of Technological Studies Dr. Aziz Mubarak who is an expert on the environmental aspects of the project were not available. The Sri Lankan Chairman of the Sethusamudram project and Education Ministry Secretary Ariyaratne Hewage also refused to comment claiming that he was a mere nominee to the Foreign Ministry and that he had no mandate to do so. The issues were sent by electronic mail to the Acting Foreign Secretary for the want of a written response, but to no avail.

Readers' valued feedback very important to us. Please be free to e-mail:

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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.

## Senior British Diplomat named new UN Humanitarian Chief:

Secretary-General Ban Ki-Moon today appointed the veteran British diplomat John Holmes as the new United Nations



Under-Secretary-General for Humanitarian Affairs and Emergency Relief Coordinator. Announcing the appointment, UN spokesperson Michele Montas told journalists that Mr. Holmes has offered a proven record of strategic vision, crisis management, multilateral negotiation, dedication and hard work throughout his diplomatic career.

The 55-year old diplomat, who joined the United Kingdom's Foreign Commonwealth Office in 1973, has served as his country's Ambassador to France since October 2001. He worked at the British Mission to the UN in New York in 1975 and has spent stints in Moscow, New Delhi and Lisbon among other places. In 1995, he became the Private Secretary (Overseas Affairs) and diplomatic adviser to then British Prime Minister John Major, and he continued in that role under Tony Blair from 1997 to 1999, becoming Principal Private Secretary. The Secretary-General is confident that the international community will benefit from his leadership and expertise, Ms. Montas said. Mr. Holmes replaces Norway's Jan Egeland, who stepped down last month after more than three years as the most senior humanitarian official at the Organization.

## UN Secretary-General Ban submits financial disclosure form, encourages others to follow:

Continuing United Nations efforts to make the world body more transparent, Secretary-General Ban Ki-moon, who took the rein on 1 January, has already submitted his financial disclosure form to the Ethics Office, his spokesperson said today, adding that he encourages all senior officials to be similarly open. "The Secretary-General voluntarily submitted his financial disclosure statement to the Ethics Office on his first day in office. His statement

will be reviewed, like those of all staff members required to file such statements, by the external financial firm Pricewaterhouse Coopers," Michele Montas told reporters in New York. "Upon completion of the review, the Secretary-General has also decided to publicly disclose the statement," she said, adding that Mr. Ban intends to declare everything.

Asked whether the Secretary-General would ask all senior officials to make their disclosures public, Ms. Montas said that he encouraged them to be as transparent as possible and volunteer information although they would not be compelled to do so. She added that the General Assembly had specifically decided that financial disclosures should remain confidential, and may only be used when the Secretary-General requires it in the interests of the Organization. The new financial disclosure forms, which are more comprehensive than those of the United States Congress, apply to approximately 2,000 UN personnel. They were one of the initiatives aimed at creating greater accountability that were put in place during the tenure of former Secretary-General Kofi Annan, who also submitted the form but never made its contents public. The UN Ethics Office, which provides ethical advice and training for UN staff as well as reviewing the new forms, is also part of the overall strategy to bring more transparency to the organization.

## Pledging 'Continuity with Change,' New UN Leader names Chief of Staff, Spokesperson:

On the eve of taking office as the eighth United Nations Secretary-General, Ban Ki-moon today named two key members of his team, selecting a former senior Indian government official as chef de cabinet and an award-winning journalist from Haiti as spokesperson while pledging "continuity along with change." Ambassador Vijay Nambiar will take office tomorrow bringing years of experience in diplomacy -- both within and outside the UN -- to the job. Most recently, he served as Special Advisor to Secretary-General Kofi Annan, who completes his term today. Michelle Montas similarly has experience both at

the UN and beyond, having worked as an award-winning journalist in Haiti and, more recently, heading up the world body's French radio service. "Today's appointments will serve as a solid basis for establishing my team and pursuing a program of reform of the Secretariat to provide continuity along with change," said Mr. Ban in a statement, promising to name more members of his team in the coming days. Mr. Nambiar undertook a number of sensitive assignments during his tenure with Mr. Annan, including traveling to the Middle East following the war between Israel and Hizbollah.

Before joining Mr. Annan's team in March, Mr. Nambiar was Deputy National Security Advisor to the Government of India and Head of the National Security Council Secretariat. He previously served as India's Permanent Representative to the UN in New York, from May 2002 to June 2004. Earlier as Ambassador of India, he served successively in Pakistan (2000-2001), China (1996-2000), Malaysia (1993-1996), and Afghanistan (1990-1992). He was also Ambassador of India in Algeria from 1985 to 1988. During the course of his professional career in the Indian Foreign Service, the 63-year old diplomat had served in numerous bilateral and multilateral appointments in Beijing, Belgrade and New York during the 1970s and 1980s.

**Mr. Nambiar Joi :** Early years in the diplomatic service specializing in the Chinese language serving in Hong Kong and Beijing. He also served during the mid-1970s in Belgrade, Yugoslavia.

In making the announcement, the Secretary-General designate said, "I have known Mr. Nambiar for a long time and we share deep confidence and respect for each other."

Michelle Montas, an-award-winning journalist from Haiti and the current head of the French unit of UN Radio, served as previously as Spokesperson for the General Assembly President in 2003.

At the time, the Assembly was headed by Julian Robert Hunte, the Foreign Minister of St. Lucia, and Ms. Montas was called upon to field press questions on a number of sensitive issues, including a proposed treaty banning on human cloning and the Assembly's emergency special session on a ruling of

the International Court of Justice (ICJ) concerning Israel's construction of a separation barrier.

## **Addressing Staff, New UN Secretary-General renews Commitment to UN Management Reform:**

Stressing his determination to follow through on the goal of management reform at the United Nations, Ban Ki-moon used his first address to staff as Secretary-General to call on them to work with him to help make the Organization more mobile, professional and capable of responding to the expectations of the international community.

The UN must change to meet the demands of the 21st century, Mr. Ban told Secretariat staff after arriving at UN Headquarters in New York for his first working day.

"That should mean change with continuity," Mr. Ban said. "But we have to show the international community that we are ready and eager to change."

The Secretary-General said he planned to be flexible and pragmatic in all of his actions, adding that the strength of his "dedication and resolve is greater than ever" and he had a deep sense of expectation about the post.

"For me, the time for celebration has passed. I stand before you humbled, with a heavy weight on my shoulders, but my heart is beating with quiet excitement. We are all in the same boat. Let us work as one and sail together with courage and common purpose."

Noting that "staff morale has plummeted" in recent years in the wake of "harsh and sometimes unfair criticism" of the Secretariat on areas from lack of accountability to ethical lapses, Mr. Ban said: "Not all of the criticisms are justified, but some of them warrant our urgent attention, and we must take bold steps to dispel them."

He vowed to make meritocracy his watchword on human resources, while allowing for geographical representation and gender balance; set career development as a top priority, using training, mobility and evaluation; and encouraging staff mobility, not only between departments at Headquarters, but also between New York and the field.

"Together, we can make our shared home a place of humanity as well as

professional excellence," he said. Mr. Ban said he would look to senior managers to inspire, motivate and bring out the best in staff, and he urged all staff to be forthright in expressing their views, even when they are discussing shortcomings or problems at the UN.

"I am by nature a steadfast believer in the value and virtue of dialogue, no matter how high the perceived barriers to it," he said.

Mr. Ban later added that: "We may have different opinions, but it is through dialogue that we can and will find common ground to change the working culture of the Organization, restore trust in one another, and learn to speak in one voice."

The meeting was transmitted by video-conference to UN offices and duty stations outside Headquarters, including Addis Ababa, Bangkok, Beirut, Brindisi, Geneva, Nairobi, Santiago and Vienna. Staff representatives from those duty stations, as well as New York, each made statements after Mr. Ban spoke, while Assistant Secretary-General for Human Resources Jan Beagle also pledged the full support of staff.

## **GE Shipping opens centre for seamen:**

India's largest private shipping company, the Great Eastern Shipping Company (GE Shipping), has set up a modern state-of-the-art training institute named the Great Eastern Institute of Maritime Studies (GEIMS). Spread over 74,000 square meters at Lonavala, GEIMS is offering residential Graduate Marine Engineer (GME) and Trainee Navigating Officer Cadet (TNOC) courses. K M Sheth, Chairman, GE Shipping, said: "A shortage of trained and experienced officers to man the marine fleet has always been a challenge for the shipping industry. In recent years the demand and supply gap has widened considerably due to great demand for Indian officers all over the world." Sheth points out that with GEIMS the company would also be benefitted from the availability of qualified and trained officers to man its vessels on a regular basis. This will also enable the company to meet with the minimum training requirement under the tonnage tax system.

GEIMS, which has tied up with Indira Gandhi National Open University (IGNOU), is offering training for male and female cadets. The duration of GME will

be 8 months on shore followed by 10 months on board training. The total fees for the course is Rs 3.5 lakh. The course duration for TNOC is 12 months on shore training followed by 18 months on board training. The total fees for the course is Rs 4.4 lakh. At present, GEIMS is offering 40 seats for each course. "GEIMS will produce 200 cadets a year shortly," adds Sheth.

While continuing on-board training as per the pre defined plan, GE Shipping is now planning to increase training by using computer software tools such as Computer Based Training through recognised and leading international vendor to impart value added training to company's shipboard personnel. "This will guide the shipboard personnel through CBT followed by required assessment and evaluation," a company executive said. A study by the Baltic and International Maritime Council and International Shipping Federation indicates the shortage of marine officers is likely to nearly shoot up to 27,000 by 2015 from the current 10,000.

## **Inter-Korean maritime shipping volume hits record in 2006:**

SEOUL, Jan. 10 (Yonhap) - The volume of inter-Korean maritime shipping reached an all-time high in 2006 on a sharp rise in sand transportation despite increased tension stemming from North Korea's nuclear test, officials said Wednesday.

South Korea transported 5,469 TEUs of goods to North Korea via two inter-Korean regular sea routes, while 6,860 TEUs of goods were transported to the South from the North, according to the Ministry of Maritime Affairs and Fisheries.

## **TEU stands for a 20-foot-equivalent unit:**

Two freight ships are used for as many regular shipping routes between the Koreas four times a month, respectively.

According to the ministry, most of the items shipped to the South from the North were assembled goods, raw materials and fisheries products, while Seoul sent mainly relief goods except rice and fertilizer to Pyongyang.

Sand topped the list of the inter-Korean shipments last year, followed by general goods and fertilizer given to the North by the South.

"South Korean companies brought in a large amount of sand from the North due to increased environmental regulation here," a ministry official said. "Sand shipments between the two Koreas were not affected by the North's nuclear test."

In early October, North Korea conducted an underground nuclear bomb test, sparking international condemnation and raising tensions on the Korean Peninsula.

The volume of inter-Korean seaborne transportation via irregular sea routes was 15.7 million tons last year, up 6.5 million tons, or 240 percent, from the previous year, the ministry said.

Economic exchanges have been growing between South and North Korea in recent years, though they remain technically at war since the 1950-53 Korean War ended with an armistice, not a peace treaty.

## 14 Indians aboard vessel feared dead:

Fourteen Indians aboard cruise vessel MSV Sri Krishna Sagar, which sank in international waters off Iraq on December 27, are feared dead, according to sources. A Norwegian tanker sailing some 50 miles south of the Basra Oil Terminal, the scene of the tragic mishap, managed to rescue two survivors the next day and airlift them to safety in Bahrain. According to Indian diplomatic sources in the Bahraini capital, Manama, they were later flown to Mumbai. US Fifth Fleet Naval Command sources in Bahrain told Khaleej Times on Sunday night that the USS Howard was also involved in the search and rescue operation. Even as round-the-clock search and rescue mission continues, sources said the chances of finding survivors are now dim. The Indian-flagged vessel, it is learnt, belonged to the Tadia family in Mumbai and was on a scheduled sailing in the Gulf waters. Details of crew and passengers on board the ill-fated vessel are not available so far. This is the third Indian vessel that has sunk in the same vicinity in the past one month. However, crew of the first two vessels were rescued. UNI

## Sethu project will be on schedule:

The Sethusamudram shipping canal project would be completed as scheduled by August 2008, Union Shipping Minister T R Baalu said here today. He told reporters that dredging work in the Palk Strait was

almost over and a Dredging Corporation vessel with a 2,500 KW capacity would be pressed into service for deepening Adam's Bridge site, which has a marine park. Care would be taken while dredging so that marine life was not disturbed, he said. He said the 300 acre land for setting up the country's first Maritime University would be handed over to the Centre by the Tamil Nadu government within a week. The proposal would be taken to the Union Cabinet soon and efforts would be made to start the university by the next academic year. Over 120 institutes conducting courses in shipping would be affiliated to the proposed university, he said.

The 125th anniversary celebrations of the Chennai Port Trust would be inaugurated by Tamil Nadu Chief Minister M Karunanidhi on January 17, 2007, during which the foundation stone for the Rs 492 crore second container terminal and Rs 500 crore iron ore terminal would be laid. Union Agriculture Minister Sharad Pawar would inaugurate a boat race here as part of the celebrations on December 16, he said. External Affairs Minister Pranab Mukherjee would inaugurate an international conference on infrastructure development in the ports sector on January 18, he added. (Our Correspondent)

**Singapore News:** Local, regional shipowners holding off on complying with international shipping rules. By Jeana Wong, Channel NewsAsia | Posted: 07 December 2006 2255 hrs. SINGAPORE: In less than 3 weeks, new international rules and regulations on shipping of vegetable oils such as palm oil will take effect, and nearly half of Singapore and regional shipowners will not meet the new standards. Due to the high compliance costs, they are taking a wait-and-see approach, hoping that there will be a grace period, but industry groups say this time around, the rules are here to stay. Southeast Asia is home to 80% of the world's palm oil exports, and starting next year, this crop, together with other vegetable oils, will have to be shipped in chemical tankers.

Industry leaders say even if regional shipowners are clued in on the changes in maritime rules, it's too costly for them to comply. Southeast Asia is home to 80% of the world's palm oil exports, and starting next year, this crop, together with other vegetable oils, will have to be shipped in chemical tankers. Industry leaders say even if regional shipowners are clued in on the changes in maritime

## "MARINE WAVES"

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rules, it's too costly for them to comply.

If you're relatively small tankers, it will be too expensive to convert, and you also lose cargo space at the same time. It takes a lot of time to convert the ship. There's the approval process, there's actually time in the shipyard and all that. Right now, the shipyards are all busy until maybe 2010, building new ships. Even existing ships that are going to make no change, not going to convert, not going to do anything - they also need to be re-certified under these amendments. And so far, there's very little hint of shipowners even making applications for such re-certification. It's already too late to get it ready by January 2007. So it's going to be really chaotic," said Teh Kong Leong, Executive Director, Singapore Maritime Foundation.

"Everybody is keeping their options open until the last minute. Also, previous regulations from IMO and other international bodies have always -- and plus the year 2000, the computer scare, everybody was expecting disaster and nothing happened -- everything solved itself. People think it will happen in this case. I have a nasty feeling this will be the case where it won't happen like that," said Charles Barton, Associate Consultant, Drewry Shipping Consultants. Consultants estimate that only about half of Singapore's ships comply, at least in part, with the changes. They expect that until freight rates go up, ships will limit themselves to carrying the approved chemicals or other key petroleum products in the shorter term.

## Gujarat expects Rs 18,000 cr investment for ports:

Gujarat expects an investment of Rs 18,000 crore for its ports sector. Already, 160 companies have expressed interest in building ports and waterfront infrastructure in the state, reports CNBC-TV18. Investors seem to have heard Gujarat's call of ports. That's why more than 160 companies have expressed interest in constructing ports there. In 1995 the Gujarat government identified 10 Greenfield port sites for development. Investment poured into four - Mundra, Pipavav, Dahej and Hazira. And Dholera is being developed by the Adani group. But the Gujarat Maritime Board, a nodal agency for Gujarat's ports, has had little success in selling its other sites, until recently. Now suddenly the expressions of interest are pouring in for port sites of Maroli, Vansi, Borsi, Mithi Viridi, Bedi and Simar. The VC & CEO of Gujarat Maritime Board, HK Dash says, "For these five new projects plus all the other port related activities and infrastructure we are planning, we are envisaging something like 18,000 crore rupees investment." Companies like GVK, Concor, ABG Shipping, L&T and several international firms are interested in port development. The government is expected to draw up a shortlist of developers by June. Besides many domestic companies are interested in developing infrastructure along the waterfront. All that will help to make Gujarat an attractive port of call for the investor.

## New Chief Executive for Maritime and Coastguard Agency:

LONDON: The Department for Transport today announced the appointment of Peter Cardy as the new Chief Executive of the Maritime and Coastguard Agency. He will succeed John Astbury who retires from his post as Acting Chief Executive of the Agency in May 2007. Peter Cardy's appointment follows an open competition. He joins the Agency following five years as Chief Executive of Macmillan Cancer Support, and brings to the job over 30 years of experience in senior executive positions.



Commenting on his appointment, Mr Cardy said: "The Maritime and Coastguard Agency has a vital role in keeping the ships and the seas of the UK safe. Shipping accounts for a huge proportion of our trade; the sea and our coasts are an essential economic resource as well as an important recreational asset. I look forward to working with all the staff of the Agency, including the volunteers in the Coastguard Rescue Service, to protect the sea and all those who use it."

**Notes to Editors:** 1. The Maritime and Coastguard Agency (MCA) is responsible for implementing the Government's maritime safety policy throughout the UK, which includes round-the-clock co-ordination of search and rescue at sea through Her Majesty's Coastguard, and checking that ships meet UK and international safety rules. It works to prevent the loss of lives at the coast and at sea, to ensure that ships are safe, and to prevent coastal pollution. 2. The competition for this post was overseen by Dame Alexandra Burslem, a Civil Service Commissioner. The other members of the selection panel were Maurice Storey, Honorary Chairman of Hatsu Marine and President of the UK Chamber of Shipping, and Robert Devereux, Director General Road Transport, Aviation and Shipping in the Department for Transport.

## Iran to sell tankers to

**Venezuela:** Venezuela's state oil company, Petroleos de Venezuela SA said in a statement that its shipping subsidiary PDV Marina had signed a

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contract to buy four oil tankers from the Iran Marine Industrial Company. PDV Marina president Asdrubal Chavez said the deal is among various projects involving the two governments, and is also part of Venezuela's larger plan to expand PDV Marina's current fleet of 21 oil tankers.

### **Mr. T.R. Baalu asks Ports to gear up capacity augmentation in a time-bound manner – Calls for enhanced security measures at Ports:**

The Union Minister of Shipping, Road Transport and Highways, Thiru T. R. Baalu has asked the Major Ports to gear themselves for implementing their capacity augmentation plan for the XI Five Year Plan period in a time-bound manner. He was chairing the Review Meeting on the performance of the Major Ports, Dredging Corporation of India and the Sethusamudaram Corporation Ltd here today. Various issues like plan expenditure, implementation of projects and efficiency indicators etc were discussed at the meeting.

Thiru Baalu expressed his satisfaction over the fact that the Major Ports handled 296 MT of traffic till November in the year 2006-07 which is nearly 8% increase over the corresponding period during the last year. He was informed that efficiency parameters like turn around time and pre-berthing time have registered an overall improvement over the corresponding period last year in respect of most of the Major Ports.

The Minister also asked the Dredging Corporation of India to take immediate measures to augment its capacity by procurement of dredgers, self propelled barges, upgradation of equipment etc to the dredging requirements of the country with a view to better equip the state owned PSU to handle the ever increasing dredging opportunities in the Major Ports besides tackling the ongoing dredging works at the Sethsamudaram Corporation Ltd (SCL). The Minister was informed that a Committee constituted under the Chairperson of Indian Ports Association is likely to present its Report on Standardization of Tender Documents shortly so as to avoid procedural delays in tendering procedures etc. Thiru Baalu reviewed the measures taken by the Ports to enhance security and directed the Port Chiefs to submit detailed report on the action taken in this regard to the Ministry.

The Minister reviewed the progress of several other important projects including the ones identified for implementation under the National Maritime Development Programme (NMDP). These included the Off-Shore Container Terminal Project, 2nd Chemical Berth and Harbour Wall Berths at the Mumbai Port Trust, Capital Dredging Projects at JNPT, Paradip, Ennore and Tuticorin Ports, International Container Trans-shipment Terminal Project at Cochin, development of Facilities at Tekra (Tuna) at Kandla, development of Vasco Bay at Mormugao Port, 2nd Container Terminals at Chennai and Tuticorin Ports, 4th Container Terminal and Marine Liquid Terminal at JN Port, Port Connectivity Projects and setting up of one International-size Shipyard each on the East and West Coasts.

### **Colombo port expansion planned:**

The Sri Lankan Ports Authority has unveiled a \$1.2-billion plan to expand its main sea port of Colombo and to triple its container handling capacity. It was announced that the port will add four terminals, each with four berths under the expansion plan that is expected to begin in July next year and be completed in just over three years. The writer is a marine consultant based in Dubai.

### **Pakistan becomes 2nd in Asia to ratify SID:**

KARACHI: The Government of Pakistan has handed over its instrument of ratification in respect of Seafarers Identity Documents (SID) Convention (Revised), 2003 (C-185), to Executive Director International Labour Office Kari Tapiola, said a press release issued here on Friday. By doing so, Pakistan has become the ninth country in the world and second in Asia to ratify the instrument. Besides, Pakistan is also amongst a handful of countries which, so far, have developed an expertise in issuing Machine Readable Seafarers Identification Documents, it added.

On formal ratification of the Convention, Tapiola appreciated Pakistan's active role during the negotiation of the Instrument in 2003 and its subsequent participation in the adoption of the Consolidated Maritime Convention in 2006. He wished Pakistan to export its expertise in Machine Readable SIDs to other maritime states and hoped that by signing this Instrument, the travel, transit and working of Pakistani seafarers would ultimately improve. The process of issuing the Machine Readable

Identity Documents was initiated in 2004, under the supervision of Director General Ports and Shipping Capt Anwer Shah, so as to address the international security concerns and to safeguard the employment opportunities for Pakistani seafarers.

The system was subsequently made operational from September 8, 2005, with the assistance of NADRA. The system is working so well that the government is now contemplating export of expertise in it to other maritime states after marketing it extensively. In this respect, NADRA has offered its services to the Government of Bangladesh and negotiations in this regard are expected soon.

### **Ship sinks with 850 people onboard:**

JAKARTA: A ship carrying around 850 passengers sank in a storm off the coast of Central Java, a Navy commander told Indonesian radio on Saturday, saying he feared many people died. Navy Commander Col Yan Simamora said the Senopati went down at around midnight on Friday while travelling from Sumarang on Central Java to the port of Kumai on Central Kalimantan province. He told El-shinta radio that rescue workers have found nine survivors but that he feared the others may be dead. "So far, the rescue team, using helicopters and ships have been searching for other passengers, but limited visibility and bad weather is hampering the rescue," he said. "Because of the high waves and wind, I'm afraid many have died."

### **Congestion persists at Chittagong CT as dock strife**

INEFFICIENCIES at the Chittagong Container Terminal (CCT) are adding to the general port congestion as more containerships must be handled at general yards and or at the New Mooring docks.

There's been calls for a single authority to oversee the operation of four sophisticated gantry cranes that were installed at CCT in January to improve efficiency and vessel turnaround.

Gantry cranes are being under-utilised or idle for much of the time because of hostile dock workers slow downs. Back-up land services are the responsibility of the Chittagong Port Authority (CPA).

Trouble was sparked by a decision by the government in June this year for private company Saif Powertec Limited to

operate the cranes. It succeeded in increasing the handling of containers to 25-30 an hour, up from 10-12 boxes an hour by the port operators.

Port operators resented the awarding of the contract to Saif Powertec and consequently disrupted operations at the terminal during a two-week campaign by laid-off dock workers attempting to force the government to renege on the contract.

The private company later obtained a court ruling to resume operation of the gantry cranes on December 15, but there have been slow downs by dockers since.

Gantry cranes are only operating four to five hours a day, reported the Daily Star, partly due to port operators failing to supply sufficient trailers and straddle carriers. "If the four gantry cranes operate full time, the CCT alone can handle all the container ships anchored at the Chittagong Port," said an unnamed official according to the newspaper account.

The port operators are accused of failing to correctly place the trailer under the spreader for loading and unloading the containers quickly and not storing containers appropriately creating poor space utilisation in the crane yard. The port authority has issued a warning to the port operators about their alleged non-compliance with the needs of the private company operating the cranes.

## Shipping Registry keeps abreast with sector:

Representatives of the Cayman Islands Shipping Registry (CISR) paid a business visit to the Middle East. While making its first visit to Dubai, the CISR participated in two back-to-back conferences and also took the opportunity to explore the fast-developing local shipping market. Sultan Ahmed bin Sulayem, DP World Chairman, Dubai's said the maritime sector is growing at a rate of between 10 to 15 percent every year. Sultan bin Sulayem officially opened one of the conferences - the Sea Trade Maritime Middle East conference.

During the Sea Trade Maritime Middle East conference, the CISR was recognised as being the leading registry in providing new yacht construction advisory services. In keeping with its reputation, the Registry also made it one of its goals to familiarise itself with current local trends and developments such as fleet profile and growth, demand for vessel new buildings, super yacht development, and marine and waterfront

developments in Dubai. The first of the two conferences was the yachts and super yachts for the Dubai market, which focused on maximising opportunities in the new global yacht centre.

The CISR Representatives led roundtable discussions and made presentations on the number of new yachts under construction worldwide. The discussions also focused on the life span of the super yacht boom; challenges and solutions of yachts 100 metres and over. Another aspect of the talks dealt with selecting a jurisdiction for international business and weighing the pros and cons of Dubai owners registering with local or non-local flags. In addition, the cocktail function was sponsored by Cayman's Registry. The Cayman Islands also exhibited at the Sea Trade Maritime Middle East Conference along with registries from Cyprus, Isle of Man, St. Kitts and Nevis and Tuvalu who were also making their debut. Alfred Powery, Divisional Director of Registration, Human Resources and Administration and Head of the CISR delegation, said Cayman recognised the boom in Dubai's maritime sector.

"The CISR recognises the boom in Dubai's maritime industry, especially as it relates to luxury vessels, an increasingly regular feature in Dubai's waters," he said. "Simultaneously, Cayman's Registry is at its peak in terms of being able to offer an array of quality support services such as vessel plan approvals and vessel construction supervision which comply with recognised international standards." "It seems that this could be a very good fit and we're currently exploring how Cayman and Dubai's maritime sectors can mutually benefit from this advantageous situation."

The CISR delegation was also comprised of survey personnel and staff from the United Kingdom Office and the Head Office in George Town who assisted with client needs and questions. These were Greg Evans, Divisional Director of Safety, Survey and Inspection (UK); Phil Noad, Marine Surveyor (UK); Richard Blake, Marine Surveyor (UK); Exie Tomlinson, Manager of Business Development and Corporate Communications (Head Office); and Marilyn Conolly, Manager of Client Relationships and MACI Consulting (Head Office).

## Maritime council meet begins:

KOCHI: The eighth meeting of Maritime States Development Council (MSDC), coordinating advisory body for the integrated development of major and non-

major ports in the country, will be held at Hotel Le Meridien, Kochi, on Thursday and Friday. The meeting will be chaired by T. R. Baalu, Union Minister for Shipping, Road Transport and Highways, said a press release from Cochin Port Trust here. The MSDC was set up in 1997 under the chairmanship of the Minister for Shipping with the Ministers in charge of Ports of Maritime States and Union Territories as members.

The Council's mandate includes assessing in consultation with State Governments the future development of existing and new minor ports by the respective Maritime States either directly or through captive users and private participation. The Council can also consider the adequacy of the existing legal framework and statutory or legal clearances required to provide conducive legal regime for such developments. It can consider formulation of a master plan for development of minor ports in the country. The meeting will be attended by 100 delegates from different parts of the country, including the Secretary and Senior Officers of the Ministry of Shipping, Government of India, chairmen of all major ports, Inland Waterways Authority of India, Tariff Authority for Major Ports, National Shipping Board and Indian Ports Association.

## Investment boost to port sector

- **Baalu:** KOCHI, DEC 22: The port sector will witness an investment of Rs 1 lakh crore in the next 20 years, according to Union shipping minister TR Baalu. He said a major decision taken at the eighth meeting of the maritime states development council was to look at setting aside Rs 10 crore for training youth, from the fishermen communities to man vessels. Since there was a major manpower crunch, the directorate-general of shipping in consultation with fisheries training institutes would issue an order to his effect by January 31 next year. Regarding investments in port sector, he said that by 2011 around Rs 60,000 crore would come into minor and major ports and by 2025 another Rs 40,000 crore would be invested. He added that there would be private-public participation with the former chipping in around 60% and the rest coming from government funds. It was important that the channels be deepened for third generation vessels. In all, there were 387 projects on the anvil with 11 of them in the shipping sector. From the present port capacity of 1,300 million tonne, it would be raised to 2000 million tonne by 2016. About the Vallarpadam

international container trans-shipment terminal, he ruled concerns of security and said the project would be completed as per schedule.

However, he said that there were delays in going ahead with the alignment for the rail connectivity of Rs 245 crore and the Rs 500-crore road alignment work was progressing well, he added. About the proposed Vizhinjam port development near Thiruvananthapuram, he said that it was a state subject, but added that the state government had so far not given any proposal in the matter to the Centre seeking funds.

According to a study by the Department of Shipping, the traffic to be handled by the Indian ports in the year 2013-14 would be to the tune of 1225 MT as against the traffic handled in year 2005-06, which was around 573 MT of which the share of Non-Major ports was around 150 MT.

Seeing all this predictions, the ports and ship building technologies have to be developed and expansion of port capacity has to be given critical importance, said Balu.

He also announced that a port on the lines of Shanghai would be built off the coast of West Bengal, adding that the government has already decided to conduct study in this regard, which would be developed with an approx sum of rupees 7,000 crore.

When developed, this port will have a handling capacity of 1 lakh to 1.5 lakh TEU. Expression of Interest for this purpose has been received which were under evaluation, he said.

## **Mystery ship raises concerns: Ferry went missing, raises questions about security on the Delta:**

In an era when pilotless drones supposedly can identify and shoot Osama bin Laden from the sky -- if they know where to look -- some people find it disconcerting and odd that Bay Area marine authorities could lose track of a 256-foot ferryboat for three weeks.

The retired auto ferry Fresno "disappeared" around 2 p.m. Nov. 26. That's when owner D.D. Parker had it towed from Mare Island, ostensibly to Stockton.

At least that's what it said on the tow plan on file with the Coast Guard's Waterway Safety Division, said Lt. Amy Marrs, a Coast Guard spokeswoman.

The next time the Fresno appeared on the Coast Guard's radar, so to speak, was

about three weeks later, when someone called to complain that a ship without any markings was moored a few feet offshore from the Port Costa brickyard, which has all but shut down operations.

A Coast Guard spokeswoman, Petty Officer Andrea Bidowski, told the Times that because the pier is privately owned, the matter was outside the Coast Guard's jurisdiction. She said she did not know the identity of the vessel or how or when it got to Port Costa.

Around that time, the Contra Costa County Sheriff's Office, which has a marine patrol, also got wind of the ferry's presence in Port Costa waters and began to inquire who owned it.

On Tuesday, the Times published a photo of the mystery boat along with an appeal from sheriff's spokesman Jimmy Lee to call the marine patrol with information. Dozens of readers contacted the Times that day identifying the vessel as the Fresno, a 1927-vintage former San Francisco Bay ferry that had been rendered obsolete with the building of the Bay and Golden Gate bridges.

Many said they had seen the ferry moored at Mare Island in Vallejo until recently. Others said they recognized it from a recent Vallejo Times-Herald story reporting the Fresno had been saved from the scrap heap.

The Sheriff's Office was deluged with calls, Lee said. Later on Tuesday, he proclaimed, "We've solved the mystery." The ferry, it turned out, came from a mere five miles upstream.

Parker, who owns Pacific Oceanic, a marine construction, salvage and repair business in Stockton, explained that he faced a Nov. 27 deadline to move the Fresno out of Vallejo or forfeit his salvage contract. Unable to find a tugboat to tow the Fresno all the way to Stockton on short notice at a good rate, Parker hired one to tow it to Port Costa for the time being.

The saga of the "mystery ship" caused several readers to question whether maritime authorities have a handle on who and what plies the busy shipping lanes of the Bay and Delta. One wondered what would happen if someone tried to bring a vessel laden with explosives to an oil refinery dock.

In the East and North Bay, there are refineries in Richmond, Rodeo, Martinez and Benicia, as well as chemical and other industries.

Another wondered whether there are

adequate safeguards to prevent a large vessel or barge under tow in the tricky currents of the Carquinez Strait from slamming into the center pier of the 1958 span of the Carquinez Bridge, possibly interrupting shipping between the Bay and Delta as well as traffic on eastbound Interstate 80.

And another wondered whether a shipload of foreign terrorists could land in the Bay without anyone noticing.

Marrs, the Coast Guard spokeswoman, said the Coast Guard's Vessel Traffic Service keeps track of large vessel movement. Vessels 26 feet or longer must check in.

"Whether or not they check in with VTS, they would be visible," Marrs said.

Refineries and other industrial facilities are required to have security plans, she said. The Coast Guard, moreover, performs continuous security exercises, random patrols and random vessel escorts and boardings.

"Those are some of the measures we put in place to assure the maritime domain security," she said.

Coast Guard stations -- there is one in San Francisco as well as Vallejo and Rio Vista -- keep watch on the waters, Marrs said. The Coast Guard gets additional help from "auxiliarists," whom she described as volunteers who patrol and help with search and rescue.

Ships entering from foreign ports are routinely visited by Coast Guard vessel boarding teams.

"They can't guarantee that every vessel gets boarded, but they shoot for coming close to that," said another Coast Guard spokesman, Petty Officer Jonathan Cilley.

Petty Officer Matthew Doby at the agency's Command Center San Francisco said that a vessel on its maiden call in any U.S. Bay waters automatically will get an "armed boarding." Other vessels are chosen for boarding according to a matrix system that Doby said he could not discuss.

Mystery aside, the Fresno's journey was hardly a matter of stealth. In addition to filing a tow plan, Parker said he asked the Coast Guard to inspect the hull of the Fresno prior to the tow, which the agency did.

"The Coast Guard inspected the hull and determined it was in sound condition and

(Contd. on page 14)



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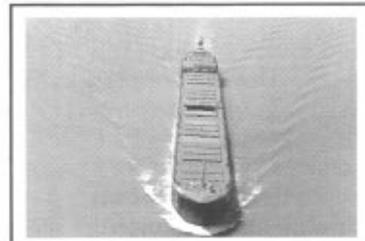
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(Contd. from page 11)

fit to transit," said Marrs, the agency spokeswoman, adding that the inspection was not mandatory. "It's a service we provide to mariners."

That goes for the tow plan, too.

"We want them to submit these tow plans," Marrs said, "but it's not a legal requirement."

## **Pakistan, India ink Protocol on Shipping Services:**

**NEW DELHI (India):** India and Pakistan today inked a Protocol on Shipping Services enabling the private shipping companies of the two countries to lift the cargo for the third country besides jacking up trade volume between the two sides.

The Protocol was signed here Thursday evening at a simple ceremony by Pakistan's Federal Minister for Ports and Shipping Babar Khan Ghauri and Indian Minister of Shipping, Road, Transport and Highways T R Baalu.

The Protocol will come into force on the date of signing and will replace the "Protocol on resumption of shipping services between Pakistan and India", signed on January 15, 1975.

The shipping services between the countries were being resumed after lapse of over thirty years, Ghauri said adding it was major step forward.

Talking to the media persons after signing ceremony, Minister for Ports and Shipping Babar Khan Ghauri said the protocol would help increase trade to two billion dollars this year between the two sides.

In response to a question about resumption of Ferry Service between Mumbai and Karachi, Ghauri said he discussed this issue with his Indian counterpart. A comprehensive proposal in this regard, he said would be given to India.

The Indian side is expected to positively consider that proposal for taking decision to revive the Ferry service, which had existed between the two countries before 1965, he said adding, four private shipping companies were granted licenses for operation in the ferry services.

Billing the inking of Protocol as major step forward between the two countries, Pakistan's Minister exuded confidence that other bilateral issues would also be resolved in the same spirit.

The Minister said Pakistan's President

Pervez Musharraf and Prime Minister Shaukat Aziz were keen to resolve all the issues between the two countries through negotiation adding, Pakistani leadership moved forward an extra mile in that direction.

The freight charges of the shipping companies of the two countries are less than those of foreign shipping lines which, he added would provide healthy competition to the exporters and importers of the two countries besides reducing the freight costs.

Indian Minister for Shipping, Transports, Roads and Highways T R Baalu, said the protocol will help enhance trade between the two countries and give strength to the trade ties.

According to the Protocol, the vessels of either country, their crew and cargoes shall be admitted to the territorial waters and the ports of other country and shall be accorded same treatment as accorded to its vessels relating to their entry, stay, loading/unloading of cargo, leaving of the ports and all necessary facilities for safe maritime navigation.

Under the protocol, either country will adopt, within the limits of their laws and port regulation, all appropriate measures to facilitate and expedite maritime traffic, to prevent delays to vessels and to expedite the carrying out of customs and other formalities applicable at the ports.

All ship documents including those relating to nationality, registration, tonnage and survey issued or recognized by one country will be recognized by other country. Either Country will recognize the seaman's identity documents issued by the appropriate authorities of the country.

All payments and expenses relating to shipping services between the two countries will be effected in freely convertible currency in accordance with the foreign exchange regulations in force from time to time in each country.

The Indian government nominated the director General of Shipping, Mumbai while Pakistan's government nominated Director general of Ports and Shipping, Karachi for resolution of any issues arising out of this Protocol.

The provisions of the Protocol will apply to international maritime transport between the two countries and to cargo originating from/destined for a third country, except those for which cargo preference to domestic flag vessels is applicable and it will be accomplished on

the basis of the principles of free and non-discriminatory access to cargoes subject to domestic laws and prevailing practices.

## **PNOC eyes own offering By Alena Mae S. Flores:**

State-owned Philippine National Oil Co. is looking at listing its shares at the Philippine Stock Exchange in the next three to five years, a ranking company official said. PNOC officer-in-charge, president and chief executive Pedro Aquino Jr. told reporters that an initial public offering was among the future plans of the company, encouraged by the positive market response to the listing of subsidiary PNOC-Energy Development Corp. "My idea is to take PNOC public. We're trying to build the necessary steps and infrastructure in place to get us into that position," Aquino said.

"We want, as much as possible, to be less or not dependent on sovereign guarantee, to be like any other private company that will compete for equity market," he added. Aquino said the company would focus first on strengthening its subsidiaries, namely PNOC Shipping and Transport Corp., PNOC Development and Management Corp. and PNOC Exploration Corp. PNOC Shipping is engaged in shipping, tankering, lighterage, barging, towing, transport, and shipment of goods, chattels, petroleum and other products, marine and maritime commerce in general.

PNOC Development, meanwhile, is engaged in industrial estate development and management. The company manages a 123-hectare property in Rosario, Cavite. PNOC Exploration, the first subsidiary to be listed at the stock market, was established in 1976 to serve as the oil and gas exploration arm of PNOC. It is actively involved in the country's search for indigenous sources of energy. "We have to strengthen our position or relationship as far as our subsidiaries are concerned. The ideal thing to do is to have all subsidiaries privatized, then the mother company... in three to five years," Aquino said. He said PNOC was developing areas where future income or cash flow would come from. PNOC posted a consolidated net income of P692 million in the first 10 months of 2006 from P764 million in the same period last year. PNOC-EDC registered a net income of P5.4 billion from P7.12 billion while PNOC-EC booked a net income of P2.44 billion from P2.1 billion. PNOC Shipping registered an income of P51.56 million from P26.31 million while PNOC

Development netted P13.35 million from P8.9 million on year. PNOC's other subsidiary, PNOC Alternative Fuels Corp., formerly PNOC Petrochemical Development Corp., is actively pursuing projects such as a bio-fuel refinery worth \$20.57 million.

## Wooring tourists to Melaka:

Historians differ over whether Cheng Ho (Zheng He) was a peaceful envoy or an ancient version of a "gunboat diplomat".

They differ over numerous issues, including the military men, gunboats and purpose of the Chinese admiral's 15th century voyages to Southeast Asia and counties around the Indian Ocean. Some hold that the majority of the 30,000 odd men taking part in each of Cheng Ho's seven voyages were military men, that most of the 300 to 400 ships were gunboats and that the Ming Dynasty's primary purpose for sending Cheng Ho out was its desire to dominate the maritime world in the region. One historian has expressed his concerns over a recent debate on Cheng Ho, the 600th anniversary of whose voyages was celebrated last year. "Cheng Ho has been exploited by the overseas Chinese for various purposes and motives," Dr. Geoff Wade, a senior research fellow at the National University of Singapore (NUS), told The Jakarta Post early this month. Some scholars believe that Cheng Ho's voyages were a goodwill mission. But some scholars like Wade think this is too simplistic.

He argues that Cheng Ho's voyages should be seen in the context of the Ming Dynasty's expansion to the south, including into Yunnan and Dai Viet (Vietnam). Wade also argued that Cheng Ho's troops were involved in a number of violent attacks during the course of his voyages in a number of his ports of call, including one in Sumatra and another in Java in 1407. Wade held that the goal of the Ming Dynasty was to control ports and shipping lanes in the region. Dr. Johannes Widodo, an assistant professor at NUS, said that it was not clear if Cheng Ho was castrated.

"Cheng Ho was well-built, tall and had a strong voice. Someone who is castrated tends to become like a woman," Widodo says. "For sure, Cheng Ho was circumcised as he was a Muslim," Widodo says, "but the Chinese might have confused this with castration." Understandably, different interpretations among scholars of Cheng Ho's maritime career pose a challenge for anyone who

is aspiring to build a museum dedicated to the admiral's life. A new Cheng Ho cultural museum opened in Melaka last September. Widodo said there was nothing wrong with setting up a museum dedicated to Cheng Ho to help boost tourism. "But it has to be done in a sensitive way," he said.

Citing an example, Widodo says that the Museum of History and Ethnography at Stadthuys in Melaka has improved a lot. "Before, it was filled with dioramas with a tinge of Malay chauvinism. No mention was made about the Indian or the Chinese communities, who are important members of the community in Melaka," he says. "History can serve as a two-sided sword. On one side it can be used to build an identity, on the other side, if it is erroneous, it can give wrong information to the public."

Legends and history are two different things, but they tend to merge when it comes to tourism, Widodo says, and the boundary between the two becomes blurred. Citing a popular story in Melaka as an example, he says Hang Li Poh is said to be a princess from China who was married to Sultan Machmud Syah. "There was no Chinese record about this," he says. "There has never been a Hang Chinese surname." Most likely, Li Poh was the daughter of the head of a port authority who was married to a sultan. It was recorded in history and she was bestowed the Malay honorific Hang. "The name of the head of the port authority was Liu," Widodo says. Stories such as these about Melaka not only abound, but have also entered the history books of school students, Widodo says.

But this kind of thing happens everywhere, Widodo says, citing an Indonesian folk tale Malin Kundang, about a young man who was cursed by his mother for dispossessing her and turned into stone. "How can a man be turned into stone?" he asks. But these half-truths are difficult to correct since they are good tourism promotion, he says. Asked about the Cheng Ho museum, both Wade and Widodo thought it needs a lot of improvement, especially its historical accuracy. "To me it looks like an exhibition of personal collections," Widodo says. The genealogies of Cheng Ho, Wade says, were created in 1930 and are all fictitious. "I don't think Tan Ta Sen is aware of it," he says. Widodo says discussion about Cheng Ho has passed its zenith. "It is not that relevant to talk about him any longer."

## The UN International Labour Organization said

the recent decision by the European Council of Ministers to adopt a set of conclusions promoting decent work in the EU and worldwide was the latest move strengthening links between the ILOs Decent Work Agenda and the regional body.

Europe is showing leadership on a crucial issue at a crucial time. That leadership and a stronger partnership between the EU and the ILO is critical to making decent work a global reality, said Friedrich Buttler, ILO Regional Director for Europe and Central Asia at a conference on Promoting Decent Work in the World: the Contribution of the EU organized by the European Commission in Brussels from 4-5 December.

The harsh reality is that despite five years of relatively strong economic performance, the world is not generating enough decent jobs to keep pace with a 40 million annual increase in the global labour force or substantially reduce unemployment and working poverty, he said.

This is a tragic waste of human lives and has many troubling implications for our societies, Mr. Buttler said, noting that unemployment in Europe was disturbingly high at 17 million especially among youth under the age of 25 while half the world's workers were unable to rise above the \$2 per person, per day poverty line.

The European Council Conclusions on Decent Work for All, which was adopted last Friday, will involve the EU as part of a global strategy on decent work for all, the ILO said. In 2005, the UN World Summit gave strong support to the goal of full and productive employment and decent work for all as part of global efforts to achieve the Millennium Development Goals a set of time-bound targets to slash poverty and other social ills.

## James Fisher in new diversification:

Marine services provider James Fisher has set up a new company, James Fisher Inspection & Measurement Services (JFIMS), to provide inspection and measurement services to the nuclear, defence and offshore sectors.

It has appointed Paul Read as its managing director, who joins from British

(Contd. on page 18)

## NT.CIRCULAR (SOPEP)/SMPEP 1 of 2006

Subject : Amendments to Guidelines for the Development of Shipboard Marine Pollution Emergency Plans for Oil and/or noxious liquid substances (Resolution MEPC.85(44))

- (1) The revised MARPOL 73/78 Annex I & II have been adopted by Resolution MEPC.118(52) and is expected to enter into force on 1st January 2007.
- (2) The Marine Environmental Protection Committee (MEPC) through its Resolution MEPC.137(53) has adopted the amendments to the guidelines for the development of Shipboard Marine Pollution Emergency Plans for oil and/or noxious liquid substances.
- (3) All ship Owners/Masters/Ship Managers are therefore requested to apply the amendments to their Shipboard Oil Pollution Emergency Plans(SOPEP) and Shipboard Marine Pollution Emergency Plans (SMPEP), also take into cognizance the requirements of Regulation 37.4 of the revised Annex I to the MARPOL 73/78.

The amendments are as follows:

1. All references to "Regulation 16 of Annex II" are replaced with "Regulation 17 of Annex II" in the relevant paragraphs.
  2. All references to "Regulation 26 of Annex I" are replaced with "Regulation 37 of Annex I" in the relevant paragraphs.
  3. The word "dangerous" in paragraph 2.5.2.2.8 is replaced with the word "hazardous".
  4. The reference to Resolution A.648(16) in footnote 2 is replaced by Resolution A.851(20), as amended, by Resolution MEPC.138(53).
- (4) Consequent to the compliance of the aforesaid amendments, Ship Owners/Ship Masters/Ship Managers shall confirm compliance and conformance by reviewing their SOPEP/SMPEP's to the Nautical Adviser to the Government of India in the Directorate General of Shipping.

Sd/-

**(Capt. R.K. Awasthi)**

Nautical Surveyor-cum-DDG (Tech.)

Dt. 20.12.2006

### Engineering Circular No. 78

**No: ENG/MMAM-37(6)**

**Dated 13th December, 2006**

Sub: Guidelines for Periodic Servicing and Maintenance of Lifeboats, Launching Appliances and On-Load Release Gear to be addressed through the Safety Management System Manual

**Reference :** Engineering Branch Circular No.26 dated 12.04.2004 Recognizing the importance of proper maintenance and inspection of lifeboats, launching appliances and on-load release gear, Guidelines for Developing Operation and Maintenance Manuals for Lifeboat Systems and Measures to Prevent Accidents with Lifeboats are enclosed. These Guidelines relate to the application of the ISM Code to periodic servicing and maintenance of lifeboat arrangements and should therefore be reflected in procedures developed for a ship under that Code. The guidelines are as per MSC Circular No.MSC.1/Circ.1205 and 1206. The purpose of these guidelines is to encourage development of user friendly manuals for operation and maintenance of lifeboat systems including launching appliances. Personnel undertaking the inspection, maintenance of lifeboats, launching appliances and associated equipment are required to be fully trained and familiar with the duties to be carried out, in accordance with approved established procedures and manufacturers' manuals.

The periodical servicing / maintenance / repair work and testing of lifeboats systems should be conducted by the manufacturer's representative or a person appropriately trained and certified by the manufacturer and attached to a DGS approved work shop for the work to be done in accordance with MSC.1/Circ.1206. In case the vessel is not in Indian port the servicing / maintenance is to be carried by the workshops approved by the Administration / Certified by the manufacturer. All shipping companies are required to

ensure that the following are addressed through its Safety Management System Manual.

- 1] on-load release equipment used is in full compliance with the requirements of paragraphs 4.4.7.6.2.2 to 4.4.7.6.5 of the LSA Code;
- 2] all appropriate documentation for the maintenance and adjustment of lifeboats, launching appliances and associated equipment is available on board;
- 3] personnel undertaking inspections, maintenance and adjustment of lifeboats, launching appliances and associated equipment are fully trained and familiar with these duties;4] maintenance of lifeboats, launching appliances and associated equipment is carried out in accordance with approved established procedures;
- 5] lifeboat drills are conducted in accordance with SOLAS regulation III/19.3.3 for the purpose of ensuring that ship's personnel will be able to safely embark and launch the lifeboats in an emergency;
- 6] the principles of safety and health at work apply to drills as well;
- 7] personnel undertaking maintenance and repair activities are appropriately qualified;
- 8] hanging-off pennants should only be used for maintenance purposes and not during training exercises.

This issues with the approval of the Chief Surveyor with the Government of India.

Sd/-

**(D.Mehrotra)**

Dy. Chief Surveyor cum Sr.DDG(Tech)

## **Engineering Circular No. 79**

**NO: ENG/OPP-53(9)/87-I**

**Dated 19th December, 2006**

Sub: Compliance with MARPOL 73/78 Annex I ? Reg.37.4(Prompt Access to Shore-based Computer ? Programs)

Amendments to MARPOL 73/78 Annex I, notably the addition of a new Regulation 37.4, will enter into force on 1 January 2007. In accordance to this Regulation, from 1 January 2007 onwards, all oil tankers of 5,000 tons deadweight or more will be required to have prompt access to shore-based computer programs for damage stability and residual structural strength calculations. This new requirements will apply to both new oil tankers as well as to existing oil tankers.

Such specialized (24 hrs) services may be provided by classification societies recognized by the Administration or by shipping companies with internal specialized resources.Following criteria would be used to determine compliance with the requirements set out in regulation 37.4 of the revised Annex I to MARPOL 73/78:

- 1) Verification that a contract exists linking the ship with a shore-based firm, which is supplying these services. A duly signed copy of the contract between the Ship Operator and Shore Based Firm should be available onboard;
- 2) Classification Societies / Shipping Companies (Shore Based Firm) which are supplying these services should issue a statement indicating that it is capable of providing computer calculation capabilities as per the above-mentioned regulation.Copy of this statement should be available onboard; and
- 3) Master shall have proper means available to access the shore-based firm at any time.Compliance with said regulation will be recorded in the Supplement to the International Oil Pollution Prevention Certificate after verification during the Surveys (Initial, Annual, Intermediate and Renewal).(Please see Annex to this Circular for details)This issues with the approval of the Chief Surveyor with the Government of India.

Sd/-

**(D.Mehrotra)**

Dy. Chief Surveyor cum Sr.DDG(Tech)

(Contd. from page 15)

Nuclear Group, where he was managing director of its instrumentation subsidiary, with extensive experience in the field of measurement and characterisation technologies. It is intended that JFIMS will provide a broad measurement and inspection capability based on a wide range of technologies, including optical, acoustic and X-Ray and will operate alongside James Fisher Nuclear and James Fisher Defence.

## Thai turmoil leaves the maritime sector largely unscathed:

IT HAS been a turbulent year for Thailand, with a political crisis stemming from April's snap general election to the bloodless coup on September 19 putting the country in the headlines for all the wrong reasons.

## Whistle Blows The Magic Pipe:

December saw the largest-ever settlement in the US over oil dumping, with Overseas Shipholding Group ( OSG ) agreeing to pay more than \$37M in federal fines and fees for "magic pipe" pollution offences. The plea was agreed under a deal that required the company to plead guilty to at least 27 felony counts. With such huge fines, and the potential embarrassment that comes with them it is a surprise to see such practices still continuing.

Yet last month saw two oil tanker engineers indicted by a federal grand jury in San Francisco on charges of falsifying a ship's log to hide illegal discharges into the ocean. Artemios Maniatis, 55, and Dmitrios Georgakoudis, 29, both Greek citizens, were the chief engineer and first engineer of the "M/T Captain X

Kyriakou". The two engineers were indicted on one count of violating the U.S. Act to Prevent Pollution from Ships by falsifying the Oil Record Book. The indictment alleges they failed to disclose in the log that the tanker routinely discharged sludge and bilge water contaminated with fuel oil and engine lubrication oil.

U.S. Attorney Kevin Ryan said a U.S. Coast Guard inspection of the ship revealed that a "magic pipe" was used to bypass pollution control equipment and allow the ship's sludge and oily bilge water to be sent directly overboard. Ryan added that the investigation began when a tanker crew member called the Coast Guard National Response Center on Nov. 1 and said he was routinely ordered to discharge oil overboard. The maximum penalty for the charge upon conviction is 10 years in prison.

## ISPS...Time For Another Book!

Since its inception the ISPS Code has seen all kinds of clever people telling anyone who'll listen whether they think its good, bad, or just plain awful. Some of them speak the truth, others are just trying to drum up business, but you know what is about to hit the fan when the secretary-general of the IMO starts to express "serious concerns". As part of his opening speech to the December session of the Maritime Safety Committee, Mr Mitropoulos said the UN agency must not lose sight of the work still needed on the proper implementation of security measures in port facilities. "I have serious concerns stemming from various reports I have seen" said Mr Mitropoulos.

Quoting from a report compiled by the Lyndon B. Johnson School of Public Affairs, he said: "From country-specific



research and site visits, it became clear just how inconsistent ISPS is from port to port and country to country. While the language of ISPS is uniform in each port and each country, it was as if [we] were seeing several different codes. Not only has ISPS been implemented in different ways and with varying levels of success, but overall opinions of ISPS among shippers, port workers and government officials fluctuate as well."

Mr Mitropoulos said that the IMO secretariat would have to draft a new manual to assist in the uniform implementation of the code. Experience shows, for every port that makes the investment, and understands the need for security, there are hundreds more that don't care, and simply look to shift the pressure and emphasis back onto the vessels that call there. The IMO was never seemingly comfortable making their rules work ashore (even for the magical little piece of land, the "port facility"), and it seems that a chink in the maritime security armour is definitely developing. Ports, and the authorities that oversee them are simply not dancing to the IMO tune. No fences, holes in fences, no id checks, systematic abuses of seafarers rights...yes, it seems that despite the number of very

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Belgium	00 800 7323 2737	Israel	012 / 013 / 014 800 7323 2737	Singapore	00 1 800 7323 2737
Brazil	0800 891 9181	Italy	00 800 7323 2737	South Africa	09 800 7323 2737
Canada	011 800 7323 2737	Japan	001 010 800 7323 2737	Spain	00 800 7323 2737
China	10 800 441 0168	Korea	001 / 002 / 008 7323 2737	Sweden	00 800 7323 2737
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Finland	00 800 7323 2737	Mexico	01 800 33 7323 2737	Thailand	001 800 442 096
France	00 800 7323 2737	Malaysia	00 800 7323 2737	UK	00 800 7323 2737
Germany	00 800 7323 2737	Netherlands	00 800 7323 2737	United Arab Emirates	800 044 0104
Hong Kong	00 1 800 7323 2737	New Zealand	00 800 7323 2737	USA	1 877 3 737283 or 011 800 7323 2737
Hungary	00 800 7323 2737	Norway	00 800 7323 2737		

good port security systems, there are some which are letting the side down, and who gets punished for visiting these shambolic ports? Yes, the poor ship and crew.

What we see is that while ships are heavily regulated, and have to comply with and apply universal legislation, many ports, aside from those within the Container Security Initiative (CSI) or handling particularly sensitive cargoes, often escape the same degree of scrutiny. One of the major reasons that shipping was able to react reasonably adroitly to this new legislation was down to the procedures put in place to deal with ISM. So, with this in mind, the IMO has now recognised that the requirements of the ISPS Code and of a Ship Security Plan ( SSP ) simply regurgitate many things contained in a good safety management system (SMS), and so they are looking to now integrate elements of the two Codes to avoid duplication of effort.

It always seemed to us that an emergency remains just that, regardless of cause. So whatever the situation whether it be a fire, a man-overboard, or an injured crewman, they all need reacting to via the advice and guidance in the SMS...not the SSP . Sure, security is great for creating awareness of the threats being faced, but it doesn't really do much for the aftermath...that's what good old fashioned seamanship is for.

**Security - We're Great!** Shipping is an industry that thrives on buzzwords and trends. One of the most popular at present has to be the idea "self-assessment". Thanks in part to the willingness of many quality tanker operators to embrace the Tanker Manager Self-Assessment (TMSA) scheme. When ports are slammed for their lack of a coherent security regime, it seems inevitable that shipping will be asked to do more, to enhance security. But how can this be achieved without burdening the industry with yet more rules? Simple...you make 'em self-assess, and ultimately hang them on their own petard. So it has come to pass that a new circular has been approved, snappily entitled "Interim Guidance on voluntary self-assessment by Companies and company security officers (CSOs) for ship security". This is very interesting, and poses some challenges that perhaps self-assessment hasn't faced before.

Fair enough the TMSA states that it is "ISM+", and that it seeks to build on all

that has gone before, great. That approach only works because there is scope for a degree of honesty and introspection. In fact companies are virtually encouraged to start "low", so that they can show demonstrable improvements. Security on the other hand is very different. When security was first foisted on a reticent industry it was stressed that any security non-conformity meant the end of the line...in Monopoly terms it was the "go directly to jail, do not pass go, do not collect £200". There wasn't the cuddly world of safety and of ISM to fall back on, "no" really did mean "no", with the attendant hassles that wrought. Without room to manoeuvre how can you honestly be expected to self-assess? It seems rather bizarre now to ask companies and CSO's to suddenly throw open their Plans, shrug and state to the world, "you know what, I don't think we're any more secure today than we were in 2003"...cue lightening strike and clap of thunder.

**Port Costa Mystery Ship:** The greatest maritime legends involve mysterious disappearances, the Crew of the "Marie Celeste", or tragic loss, such as the doomed "Flying Dutchman".

Mysterious "appearings" do not feature highly on the best stories of all time...but something unexplained has happened in Porta Costa , USA . A ship appeared in the port last month, apparently from nowhere.

It's about 150 to 200 feet long, looks like a retired ferry and is tied up alongside an old hulk at the waterfront of a derelict brickyard.

"It just showed up," said Coast Guard Petty Officer Andrea Bidowski.

Painted a ghostly white, the boat has no immediately visible markings except what appears to be a spray-painted letter or number in a circle. "The owner of the pier has called and asked it to be removed, because it's not his," Bidowski said.

"Somebody has to have put it there", a spokesman from the Sheriff's Office added, obviously without ever having watched the X Files. "We're still trying to establish who owns the boat." He asked anyone with information to call the Sheriff's Marine Patrol at 925-427-8507.

Now if the USCG were to be "self-assessing" their own maritime security, they'd have to admit that letting a big, fat, old ferry slip into port unnoticed would

not say much for their vigilance, intelligence or tracking ability. Shrugging their shoulders and admitting to not having the first clue about the ship says little for the media skills...must do better, would be our verdict.

## Strange case of North Sea Hide and Seek!

Here's a teaser for you...you sustain a broken your leg while working on an off shore supply vessel. Do you:

- Call for help, and get medical assistance
- Collapse and simply see what happens next
- Hobble to the galley, and gather crisps, sweets and soda to sustain you while you hide-out above the deck head panels. Now don't rush to answer...we'll regale you with a strange tale from the North Sea first.

Last month, Christopher McGonigle went missing presumed drowned after vanishing from a dive support vessel. For almost two days it was feared the 35-year-old had fallen from "DSND Pelican".

While his crewmates scoured almost every inch of the vessel, helicopters and ships hunted for him in the seas which make up the Blane field, 140 miles east of Aberdeen .

The search was eventually called off, and everyone thought the worst, that Mr McGonigle was lost to the sea. However, in a strange and unexplained twist, the missing man was found holed up behind a roof panel with a supply of food and drink.

The remotely operated vehicle ( ROV ) controller was found when crewmates training in a neighbouring gym heard a noise and went to investigate.

McGonigle was found to have a broken leg and back injuries but was expected to make a full recovery. His family hailed the news of his being alive as "a miracle".

Grampian Police, who had been set to fly out to the vessel to probe his disappearance, were waiting to interview him. Detective Chief Inspector Mark Cooper said there was "no criminal aspect" to the incident and inquiries were over. There has been no further comment from McGonigle's bosses at Aberdeen 's Subsea 7, who were also keen for an explanation of the baffling episode.

A spokesman said: "Where the guy hid was particularly inaccessible. The boat was searched exhaustively on a number of occasions. "It will be a while before we can have a conversation with him to try to establish exactly what his reasons were."

**Tall Tiger Tail?** In the classic days of piracy, rogues abounded and everyone loved a tall tale. Well it seems that the Liberation Tigers of Tamil Eelam (LTTE) have been boning up on their history, as they seem to have been spinning quite a yarn this past month. The Tigers became embroiled in a little set-to with a Jordanian ship, the MV Farath III, and decided that it would make a ripe target for an attack. However the "public relations" arm of the LTTE seemingly thought that this "piracy" side of the business made them look a bit less cuddly - so they concocted a wonderful tale of a daring rescue, and how their brave Sea Tigers had risked all to save the crew of a stricken vessel. All together now, good old tigers...

The truth of the "rescue" however is rather different, as the Captain and crew of the besieged ship, eventually revealed. The Master told of the ordeal at the hands of the Tigers, as they entered their ship and forced them to abandon it. Captain Abdulla addressing the media told how the pirates raided the anchored vessel, of how they forcibly took control, threatened the crew, forced them to abandon the ship and then took them to their shore camp as captives. According to this more credible version of events, the pirates forced the ship's crew to heave the anchor knowing this would endanger the vessel, and then watched as it drifted towards the coast. The pirates then forcibly suggested that as the ship was now in danger that the crew should abandon the vessel...thereby "rescuing" the crew. Prior to leaving the vessel the pirates removed valuable equipment, including radar and communication sets. They also wanted batteries...when asked what type they said, "Big ones to blow the anchor using their explosives." Nice!

In all, six boats with armed men fired four shots at the vessel before they clambered onboard. Initially the boats carrying the pirates claimed to be from

the Sri Lanka Navy and claimed they were there to assist the ship. On closing up it was clearly seen that they were not naval boats, and the Captain then initiated a maritime distress signal stating the ship was under "Armed Pirate Attack". This was received by the Maritime Rescuing Coordinating Centre (MRCC) at Falmouth in UK, who then relayed the message to the Sri Lankan authorities. The Technical Managers of the vessel cordially thanked the Sri Lankan Navy for helping to save the crew. "If the crew wish to go back home they can go at anytime and if they would prefer we can get a new crew to manage the chaos," they added.

**Dozing Master** The subject of fatigue is never far from the news these days, and there has been a spate of high-level reviews and reports into the subject from the Seafarers International Research Centre (SIRC), the UK Maritime and Coastguard Agency (MCA), and with the Nautical Institute lamenting the two-watch system.

The pressures to finally lessen the physical and mental burdens on seafarers are most welcome - but it is important to remind ourselves of what can go wrong when tired people are placed at the controls of ships...they fall asleep! Last month a Malta registered dry bulk carrier, the 23,000 ton "Tzini", ran aground off North-Eastern Taiwan and spilled 100 tons of fuel oil along a 10 km stretch of the coast. Reports indicated that the Captain apparently dozed off while on watch. The "Tzini" was travelling empty from Japan to Hualien Harbour where it was expected to be loaded with mineral cargo before heading back to Japan. The ship ran aground when it drifted to within 70 metres of the shoreline and was grounded. One of its tanks then ruptured and it began to leak the fuel oil into the ocean.

The Taiwanese official leading the clean up operation, Chang Kwo-lung, from the Environment Protection Administration (EPA) declared that the Master of the ship fell asleep while piloting the vessel and as a result ran aground. He said that this was an act of negligence and therefore the owners should be held responsible for all the damage caused and pay the necessary compensation.

Despite this official report, there are rumours that the ship lost its power due to engine trouble and that it was this which caused it to run aground. Mr Kuo-lung did not, however, accept this version of events and insisted that the owners will have to pay compensation.

"I believe he was dozing, and the accident woke him up," Kuo-lung was quoted as saying in The International Herald Tribune.

It was later revealed that the pollution may have damaged a coral reef along the Suao coastline, and that the spill had soaked the nets of local fishermen. Lin Yeuh-ying, from the Suao Fishery Association, said that the fishermen will also be seeking compensation from the ship's owners.

Whatever the truth in this case, whether engine or personnel failure, and whatever the academic reports state, one thing remains constant...tired people fall asleep more regularly than rested ones. Trite, but true!

## **Nuclear sub hits Japanese**

**ship:** The US Navy is launching an investigation into how a nuclear-powered submarine hit a Japanese merchant ship near the busy shipping lanes of the Straits of Hormuz.

Damage to the fast-attack USS Newport News submarine and the tanker was light and there was no spill of oil or leakage of nuclear fuel, officials from the US Navy and the Japanese and the Emirates governments said. There were no serious injuries reported. Both ships remained able to navigate, said a US Navy official in Japan. The bow of the nuclear-powered Newport News hit the stern of oil tanker Mogamigawa as the vessels were passing just outside the straits last night, local time, causing minor damage to the Japanese vessel, Japan's foreign ministry said.

The Japanese government said it was informed of the crash by the US Navy and the US Embassy in Tokyo. The tanker, operated by Japanese shipping company Kawasaki Kisen Kaisha Ltd, was able to continue to a nearby port in the United Arab Emirates, the statement said. Russia's ITAR-Tass news agency described the ship as a

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supertanker. Commander Kevin Aandahl of the US Navy's Fifth Fleet in Bahrain confirmed there had been a crash and that there were no injuries. Aandahl said the sub had surfaced and its crew was evaluating damage. There was no leakage of radioactive material in the collision, Kyodo News agency reported, citing Japan's foreign ministry. The Newport News is based in Groton, Connecticut, and was launched in 1986. It has a crew of 127. The Mogamigawa was travelling from the Persian Gulf to Singapore and was carrying a crew of eight Japanese people and 16 Filipinos. It is expected to arrive in the port of Khor Fakkan later today.

A company spokeswoman said crew members reported a sudden large bang and shaking just before the collision. The Japanese government has asked the US to investigate. Aandahl said a navy investigation would begin shortly.

In February 2001, a US Navy submarine rammed into a Japanese fishing vessel in waters off Hawaii, killing nine people. The American captain's delay in apologising for the crash triggered protests from the victims' families. The 34-mile Straits of Hormuz form the entrance to the gulf, through which about two fifths of the world's oil supply pass. Cargo vessels headed for Dubai, the world's largest manmade port, also pass through the straits, bordered by Iran and Oman. US naval vessels have been involved in previous collisions with commercial ships in the busy shipping lanes around the Persian Gulf. In September 2005, US nuclear submarine Philadelphia collided with a Turkish cargo ship, causing no injuries. In July 2004, aircraft carrier USS John F Kennedy collided with a dhow in the Gulf, leaving no survivors on the traditional Arab sailing boat. The navy relieved the Kennedy's commander, Captain Stephen Squires, after the incident.

Fleets of US and allied navy vessels conduct "maritime security operations" in the Persian Gulf, the Arabian Sea and the western Indian Ocean, attempting to block the smuggling of weapons to Iraq and Somalia and nuclear components to Iran, as well as the movement of drug shipments and terrorists. US and coalition ships started patrolling the coast of Somalia in recent weeks in a bid to capture any al-Qaida suspects fleeing Ethiopia's December intervention.

**ONGC's vessel tender: Indian majors on list:** The contract will

generate revenue of \$25,700 per day for companies. Leading Indian shipping majors have been shortlisted by the Oil and Natural Gas Corporation (ONGC) for its mega tender for 30 offshore support vessels. Great Eastern Shipping-promoted Greatship India (GIL), GE Shipping's demerged entity Great Offshore (GOL), Essar Shipping-promoted Tag Sea Logistics, Gareware Offshore, ABG Shipping and state-run Shipping Corporation of India (SCI) are on the shortlist. The contract will be awarded by Monday following negotiations.

GIL has emerged as the lowest bidder in three categories out of four, while GOL has emerged as the lowest bidder for four vessel categories out of the five offered by it. Gareware quoted for two and bagged both. The mega tender means revenue of \$25,700 per day for these companies. The contract will be for three to five years. The Indian oil and exploration major had invited bids for offshore support vessels (OSVs), including anchor handling and tug supply vessels (AHTSVs) and platform supply vessels (PSVs).

GIL, GOL, SCI, Varun Shipping, Crown Maritime India, Garware Offshore, Tag Sea Logistics and ABG Shipping were the Indian companies that bid for ONGC's tender.

Swire Pacific, Emas Offshore, Halul Offshore, Rolv Berg Drive A/S, Tidewater Marine International and Noble Discovery Drilling Technologies are the shortlisted overseas companies.

Shortage of vessels has led Indian shipping companies to charter foreign vessels for the mega tender. For

instance, state-run SCI has four foreign vessels out of the 14 offered by it. GE Shipping's offshore arm has 14 chartered foreign ships out of a total 16. GE Shipping's demerged business entity GOL has chartered two vessels for the mega tender.

"This means domestic companies are finding it difficult to acquire OSVs or raise funds for acquisition. This is why they are trying to capitalise on opportunities with the help of foreign tonnage," an industry analyst said.

**Race heats up:** Domestic companies shortlisted include Great Eastern Shipping-promoted Greatship India, GE Shipping's demerged entity Great Offshore, Essar Shipping-promoted Tag Sea Logistics, Gareware Offshore, ABG Shipping and Shipping Corporation of India

- Overseas firms include Swire Pacific, Emas Offshore, Halul Offshore, Rolv Berg Drive A/S, Tidewater Marine International and Noble Discovery Drilling Technologies

- ONGC had invited bids for offshore support vessels, including anchor handling and tug supply vessels and platform supply vessels

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- Great Offshore has emerged as the lowest bidder for four vessel categories out of the five offered by it

- Gareware quoted for two and bagged both.

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## **Cabinet clears formation of Indian Maritime University in Chennai:**

New Delhi: The Union Cabinet today gave its approval for introduction of the Indian Maritime University Bill, 2006 in the current session of Parliament for formation of Indian Maritime University (IMU) with headquarters at Chennai and regional campuses at Kolkata, Mumbai, and Visakhapatnam. The Cabinet also gave its approval for transferring the assets and employees of the Training Ship Chanakya, Mumbai, the Marine Engineering and Research Institute, Mumbai, the Marine Engineering and Research Institute, Kolkata, the Lal Bahadur Shastri College of Advanced Maritime Studies and Research, Mumbai, National Maritime Academy (NMA), Chennai to the IMU with appropriate options to the employees and winding up of NMA, Chennai and Indian Institute of Maritime Studies (IIMS), Mumbai. Formation of IMU will facilitate and promote maritime studies research and extension work with focus on emerging areas like oceanography, environmental studies and other related fields.

The Cabinet also gave its green signal for making necessary amendments to the National Institute of Pharmaceutical Education and Research Act, 1998 to empower Central Government to set up similar institutes or its centres in any part of the country. The National Institute of Pharmaceutical Education and Research (Amendment) Bill, 2006 would be introduced in the Parliament. The decision will confer power on the Central Government to set up new Institutes or

its centers in other parts of the country. The Cabinet also decided to set up two Wage Boards (under the common Chairmanship) - one for the Working Journalists and the other for Non-journalist Newspaper Employees and also approved creation of three posts of the Chairman, Member Secretary and Assessor besides expenditure towards their salaries and other related expenditure.

The decision for implementation of the Wage Board Awards would not give any financial implication to the Central and State Governments since all the newspaper establishments pertain to private sector. Only the expenditure for the functioning of the Wage Boards is to be met by the Central Government. The two Wage Boards would submit their reports within a period of three years. Another decision taken at today's meeting was approval of certain consequential amendments to the National Institutes of Technology Bill, 2006. The amendments will be based on the recommendations of the Parliamentary Standing Committee on Human Resource Development. The amendments to the Bill would be moved in the Rajya Sabha.

## **Ban Reports on first 10 days in office as UN Secretary-General:**

In his first formal news conference since assuming office, United Nations Secretary-General Ban Ki-moon today reported on his first 10 days, ranging from efforts to give momentum to solving long-standing crises such as those in Sudan and the Middle East to "housekeeping" steps to strengthen the

world body's institutional capacity. "I have had a busy first 10 days in office," Mr. Ban said. "The next three months promise to be even busier." He detailed his meetings with senior officials on the conflict in Sudan's Darfur region, where over three years of fighting have killed more than 200,000 people and displaced 2.5 million others, noting that Africa will be the focus of many of his priorities, with his first major trip to attend the African Union summit in Addis Ababa, Ethiopia, at the end of the month, where Darfur and Somalia will top the agenda.

Among other priorities the Secretary-General cited Lebanon, Iraq and efforts to "inject new momentum into the search for peace and stability in the Middle East." On his way to Africa, he is scheduled to attend the Lebanon reconstruction conference in Paris, following last year's 34-day war between Israel and Hizbollah. On Israel-Palestine, he said he was pushing for a meeting as possible of the Diplomatic Quartet "the UN, European Union (EU), Russia and the United States" which is seeking the establishment of two States living side by side in security and peace, a goal that was originally set for the end of last year.

On the "home front," Mr. Ban stressed he would strive to restore trust, both between Member States and the Secretariat, and between senior management and staff, strengthen institutional capacity, and change the working culture of the Organization itself. "My goal will be to build a staff which is truly mobile and multi-functional, through greater emphasis on career development, training, accountability, and recognition of work performed at all levels," he declared.

## **INSTITUTIONAL NEWS**

### **MITSUI FURTHER STRENGTHENS AMET RELATIONSHIPS GRANTS ITS AMET CADETS - SCHOLARSHIPS**

Mitsui OSK Lines Maritime (India) Pvt. Ltd. (MOLMI) has announced scholarship scheme for its cadets pursuing Marine Engineering and Nautical Science Courses at The Academy of Maritime Education and Training (AMET), in Chennai. The scheme extends to selected needy cadets passing out in 2007, 2008 and 2009.

An MOU to this effect will be signed by AMET, MOLMI and the cadets' parents.

Announcing the scheme, Capt B.K. Jha, General Manager MOLMI said, "These scholarships are financial support to needy cadets and will not be ever recovered or deducted from their stipend money when they join the ships. In fact, MOLMI wages are the best in the industry and with 'Round the Year Salary Scheme'

it is almost a permanent employment. If we cannot pay good wages then no other shipping company in the world can do it. We are looking for the best and are ready to pay for it."

Thanking MOLMI. Capt. S. Bhardwaj, CEO & Director of AMET remarked, "It gives AMET immense satisfaction to start the New Year 2007 with such an encouraging news from MOLMI. Both AMET and its MOLMI selected cadets are jubilant and delighted to see this long-term commitment from MOLMI. This only further cements the long standing partnership



and relationships that AMET and MOLMI have built up over the years

Offstumped Bottomline: Borrowed ideas of social justice and empowerment have blinded Indians to the global free traders our ancestors were and how they spread ideas and culture with their economic freedom. The discovery of the 7th century Vishnu Idol in Russia should be a timely reminder of how spread of ideas and culture in a Globalized World is a 2 way street. Rather than hunker down with defensive responses to globalization, Indians would do well to sieze the opportunity and view the world

without boundaries to secure and further Indian Strategic Interests and Values.

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