



Indian Maritime University



Dr. P. Vijayan, Vice-Chancellor, Indian Maritime University.

India is traditionally a maritime nation and has a rich maritime heritage. History documents trade links of India had with other nations of the world from the ages of Harappan civilization. With a long coast from the State of West Bengal on the East to State of Gujarat on the West. India, today moves 95% of its traded goods by volume to the rest of the world. Ports & Shipping form the integral part of the maritime sector contributes greatly to the economic growth of the country. The Indian Maritime University, established through an Act of Parliament on 14/11/2008 as Central University, is poised to play a key role in the development of required human resource for the maritime sector. The Indian Maritime University, being the first of its kind in the country will cater to the educational requirement of the maritime fraternity. It is a teaching and affiliating University which will offer degree, post graduate degree and research programmes in all disciplines of maritime sector.

Chennai: The country's first maritime university - the Indian Maritime University (IMU), has announced admissions to its 3-year B.Sc. Nautical Science and 4-year B.E. Marine Engineering courses.

The Indian Maritime University (IMU), being the first-of-its-kind in the country, will cater to the educational requirements of the Maritime fraternity.

Regional Campus: The Indian Maritime University encompasses under its fold the following government institutions: • National Maritime Academy, Chennai • T S Chanakya, Mumbai • Lal Bahadur Shastri College of Advanced Maritime Studies & Research, Mumbai • Marine Engineering Research Institute, Mumbai • Marine Engineering Research Institute, Kolkata • Indian Institute of Port Management, Kolkata • National Ship Design & Research Centre, Visakhapatnam

Head Quarters: The University headquarters at Chennai will be built up in an area of about 106 acres out of 300 acres of land at Semmancherry village which lies in between East Coast Road and Rajiv Gandhi Salai (IT Express Way). The IMU will have its headquarters at Chennai

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Re: **BERNHARD SCHULTE
SHIPMANAGEMENT**

Deliberate and intentional Oil Pollution, caused out in "INDIAN COASTAL-WATERS" at sea. Shipping companies are using and abusing seafarers:

Indian National Captain (EVENCIO FRANCISCO MONTEIRO) employed by Bernhard Schulte Ship-Management, sailed a fully loaded Very Large Crude Carrier with visible 2 cracks (14cm x 7.5cm & 9.5cm in dimension), on No.1 Starboard Cargo Oil Tank, from where oil seeps out during sailing, 8nm off Indian west coast / 4nm off Kiltan Island, there by polluting Indian Coast and Marine environment, while vessel kept close to shore, just for Mobile phone signal

Captain EVENCIO FRANCISCO MONTEIRO has caused extensive damage to the marine environment of our good nation. We need to have zero tolerance policy/strict legislation in place like US and European countries, which will prevent seafarers/ Shipping companies from polluting and damaging the marine environment.

"It's hard to calculate the damages already happened and happening to our country. An eye-opener to the National and International Maritime Authority, all relevant authorities and associated stakeholders, more particularly the concerned national maritime authority, Directorate General Shipping, Govt. of India, calls for their efforts to keep the world shipping trade alive.

— Arun Chandran, " Marine Waves".

view : www.themarinewaves.com /Highlights

Captains Details:-

Name: EVENCIO FRANCISCO MONTEIRO
Date & place of birth: 25.11.1952 & S.ESTEVAM, GOA
Indian Passport No: B0416671
Indian Seaman Book No: A78452

Vessel's Details:-

Name: Pacific Amber
Flag: Panama
Port of Registry: Panama
Call sign: H9NE
IMO number: 9038438

Technical operator: -

Bernhard Schulte Shipmanagement
Tel: + 91 22 40017300
Fax: + 91 22 40017333
Email: pradeep.bajpai@bsshipmanagement.com

Commercial operator:-

Cido Shipping Hkg Co.Ltd.
Tel: +852 3907 2200
Fax: +852 3907 2211
Telex: Not Applicable
Email: mbkim@cidohk.com

Classification society: Nippon Kaiji Kyokai

P&I Club: P&I GARD
Hull & Machinery Insurance: Mitsui Sumitomo
Insurance Co Ltd



International tanker owners' pollution federation limited-
Member No: 11544

Document of Compliance: Lloyd Register
Safety Management Certificate: Lloyd Register
Environmental Management System: Lloyd Register Quality Assurance-UK

International oil pollution prevention certificate: Nippon Kaiji Kyokai

CONDITION ASSESMENT SCHEME (CAS): Panama Maritime Authority, 31st March 2008

Certificate of condition assessment: Nippon Kaiji Kyokai, 24th March 2008 ?

Date of last dry-dock/ special survey: Dec 30, 2007

With in 6 months (27th June 2008-View photo) after Drydock, next batch of crew exposed severe visible cracks & holes on ship's deck-plating. Expresses, the very poor ship maintenance standards of Bernhard Schulte Ship management, reveals no sense of quality and consideration for safety of vessel, crew and environment.

Please Note : M.T. Pacific Amber had been loading in middle east port's and discharging in Far East ports, thereby spilling oil all along the voyage, polluting the sea.

View for material evidence:- www.themarinewaves.com /Highlights

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From the Editor's Desk



He who regards the world as he does the fortune of his own body can govern the world. He who loves the world as he does his own body, can be entrusted with the world..... Tao Te Ching

Out of compassion for them, I dwelling in their hearts, destroy with the shining lamp of knowledge the darkness born of ignorance. Bhagavad Gita 10.11

Are Indian policy makers listening? Though, helping and guiding with feedbacks, by our monthly editorial content in www.themarinewaves.com exposing defects and deficiencies in the system of actual working, in mercantile marine department, for improvement and seafarers welfare, consequently towards national development ?

MARITIME EDUCATION: *Any one may get disappointed and sometimes confused over the way the Indian maritime educational system functions. For eg. All the 40 students, of the 1st year B.Tech Marine Engg. Students failed, none passed in a DG Approved Maritime Institution.*

Parents were all upset for their son's career and for educational loan availed. The regulation body having been set up, legislation being enacted, plan being envisaged from time to time, question remains as to why such grave defects and deficiencies prevail even after the Government of India implements periodical changes. Monitoring mechanism of the maritime institutions remains a major concern, for effective functioning, quality assurance and accreditation procedures. Accreditation system is absurdly poor. A license permit Raj by the statutory bodies without teeth's prevailed without knowing the needs and procedures of the institutions and stakeholders. Course fees vary from institution to institution, at least the student's parent or guardian should know as to why course-fee collected is high besides hidden expenditures, why there is no reasonable check for regulation etc. My point is that, as to why the whole system of monitoring, accreditation and regulation is poor.

*Herein, I am referring to the apex organizations, like National Knowledge Commission (NKC) New Delhi, HRD and Shipping Ministry, Councils and commissions at national level like UGC, NCTE, DEC and many others. Why regulations are being changed very often, why not the ministry of education formulate, its legislations with a good foresight, well planned with relevant data in hand, to maintain reasonably good standard and quality? Why not introduce open and distance learning *especially for seafarers to minimize the loss of their man days ashore while on their hard-earned leave, supposedly to spend with their family members (close and near dear ones), after their long separation, working out on the deep seas. Why not an independent body which is acceptable to all. Appreciable to know now that the Ministry is granting powers to Distance Education Council (DEC) to monitor and regulate the system of open learning and on the same issue, the ministry is planning to set up national level Distance education regulator in the country to maintain and monitor the standards of open and distance learning in the country, by which seafarers need to be also benefited. Appreciable that National Knowledge Commission, has recommended the formulation of Independent Regulatory Authority on Higher Education (IRAHE). Secondly, the union cabinet very recently announced HRD ministry's proposed legislation (distance education bill) to set up Independent regulatory body at national level. In reality, there is a mismatch among the country's policy makers and other people in governance to regulate the whole system.*

Some people who are in governance but not in the system don't want to replace the existing system and some who are not in the system are favoring the immediate legislations, replacement and amendments in the existing laws. The country is lacking regulated colleges and universities. If private colleges are providing a poor quality of education, collecting more fees etc. who is to be held responsible? Multiple regulatory agencies exist for different streams of education in the country. Technical education is regulated by the All India Council of Technical Education (AICTE). It is the authority that licenses technical institutions. The AICTE has constituted another body, the National Board of Accreditation (NBA), to certify quality of technical institutions. Medical education is regulated by the Medical Council of India (MCI) and nursing education by the Nursing Council of India. These institutions look after, all aspects of education in their spheres including quality. All the regulatory agencies have been set up by the Central Government. The blame for the mushrooming of poor quality institutions and their concentration in a few areas must squarely rest with the regulatory bodies. Is professional education at higher level being commercialized? Or is this really a License raj being perpetuated by the accreditation agencies? This question needs to be answered. we must change the accreditation process, procedure of accreditation viz a viz monitoring. Greater transparency is an unstoppable force and is the very foundation of justice. Justice must not only be done but must be seen to be done.

A good system needs to be ninety percent self managed with hardly five percent as conscious effort needing monitoring for consistency of the desired quality, as the margin of reflection to proving capabilities, instead of a monotonous style of functioning, limiting to selected good suggestions and not keeping to the times. The specialist tends to neglect themselves, their health and comfort, in the pursuit of their perfection, which is reminded on humane angle. "A study on the Work and Family life of Seafarers", their responsibilities while out at sea, viewing limitations and constraints, the attributes in the making, for their varying mindset, from global experience is lacking international exposure. A tale of systemic neglect, administrative incompetence has been challenged, which is an unfortunate incident to the department.

The need for Union Public Service Commission, to pick up the best amongst the new breed of mariners (who had their basics right), with the recognized C. O. C. of India/UK Class One Engineering/ Masters (Deck), such of those young men between the age of 35 and 45, who are theoretically and practically rich, who never compares their govt. salary earnings at later stage, with those working out at sea on hazardous work, to get corrupted. Such of those Incumbents is groomed into the department in line with the civil services, match with a strong mental frame work and follow up with a pragmatic approach. Let's demonstrate something different, to work much better in the Maritime World of Commercial Shipping. We need qualified Mariners as practitioner specialists, with a lien to academics; to work in DGS approved Maritime Institutions/Colleges, play an important role in shaping the destiny of this maritime nation. Their CDC's and COC have to be marked/stamped - "Finished with Sea Duty", for assignment in Maritime Colleges/Institutions only. The existing scenario in maritime institutions, engaging old timers' professionally-under graduate mariners', many of them academically matriculate/non-matriculantes(those outdated risen from the ranks) though may be professionally certified, which is for the operation and maintenance of vessels only, which should not be forgotten. Such of those cannot be justified to head Colleges of higher learning in Maritime Studies, but for PRO work, Marketing, Demonstrators, etc. in the application of marine equipments, navigation etc. U G C (University Grants Commission) and the AICTE (All India Council for Technical Education) need to look into this seriously. It is imperative for tutor to update their knowledge and skill, constantly improve and upgrade, thus to impart well.

In Merchant Navy (second line of Defence), we need to train physically and mentally fit candidates with Character, to sail overseas in the International Shipping, thereby carrying the good image of our nation. Such of those candidates, successfully completing professional Training and qualifying COC for officer entry, need to be of a degree level curriculum of a recognized University. Life out at sea is not a bed of roses, hence the real need for its preparedness, managing the hard work and mental stress. Doing so, will help them come back with fresh new ideas, with better approach of matured decisions, tackling systematically and confidently, ensuring quick turn around of the vessels, with time-bound productive quality work out at sea, with professional excellence. National maritime Administrators backed with mariners, of trade apprenticeship, with Certified COC, following set paper exam., few years of sailing without professional updates doing documentation work alone in office, will do no good to national shipping but for sending them on VRS.

Dr. Chandran Peechulli, Ph.D; MBA; D.Sc; FIE(India), PgDIMS(UK), PgTED; FIPE; MSEI; MSNAME(USA),

Ex.Chief Engineer(Marine), G.M.(Tech) Crossworld Shipping, Managing Editor & Publisher - "MARINE WAVES" International Maritime Newsletter.

* view online for previous editorial contents. www.themarinewaves.com

(contd. from previous page)

Marine Pollution - subjective and national interest.

Thursday, 29 October, 2009 10:57 AM

From: "chandran chandran" <pkc484@yahoo.com>

To: secyship@nic.in, dgship@dgshipping.com, lakshmi@dgshipping.com, sbagnihotri@dgshipping.com, cs@dgshipping.com, mehrotra@dgshipping.com, na@dgshipping.com, suresh@dgshipping.com, kulkarni@insa.org.in, secygen@insa.org.in, jsports@nic.in, diriwt@nic.in

Cc: vc_imu@yahoo.in, campus.imu@tn.nic.in, tschanakya@hotmail.com, mariner@bom2.vsnl.net.in, meribom@vsnl.com, director@merical.ac.in, iipmcal@dataone.in, nsdrc@itpvis.ap.nic.in

Bcc: andreas.droussiotis@bs-shipmanagement.com, cy-sdc-man@bs-shipmanagement.com, "Rajaish Bajpae" <bajpae@netvigator.com>, rajaish.bajpae@bs-shipmanagement.com, rajaish.bajpae@eurasiagroup.com, hk-sdc-man@bs-shipmanagement.com, arvind.sharma@bs-shipmanagement.com

UNACCEPTABLE QUOTE: It's time to have some legislation in place whereby no State Government is allowed to prosecute and criminalise any seafarer no matter what. They should only be allowed to impose a fine on the ship/ship-owner for any fault of the ships' crew. The ship-owners can get a suitable cover from their P&I Clubs for this purpose. **Capt. B.S. Koli**

Source: http://www.shipping-news.net/user/blog_zone/blog.asp

Silence has never been an option for concerned Citizens "Those who have the privilege to know, have the duty to act."....Albert Einstein

COMMENTS: All seafarers of the Merchant Navy are not the upright and disciplined lot; hence take no chances for polluting the divine sea. Some Chief- Engineers and Captains can stoop to any level to please the ship-owners and commit commercial crimes, to reduce downtime and quick turnaround of vessel at the cost of polluting the divine sea, e.g. pumping out ER bilges(leakages and drains), sludge's turned out as waste from L.O., F.O. Purifiers, oily bilge water directly to sea, tank-cleaning waste oil of tankers presuming that it will go unnoticed, thereby pleasing their employers owing to their job-insecurity, unlike those employed on war ships, where discipline is instilled. We need therefore assurance for transparency, commitment with responsibility, the need for Senior Officers to take oath, for the general well-being. Is it not? The need therefore to block the loopholes in the system, taking no chances. Criminals should not go unpunished, or else they are encouraged to do so. One should learn to think and act fairly and efficiently, to produce high thoughts and ideals, to make up a good society to live with. Doing without thinking is of no quality or efficiency. Indian seafarers who are actively sailing out at sea, are very well aware of the IMO legislation, for the prevention of pollution by oil, as they strictly comply with it, while sailing around the oceans of the world, except on Indian waters.

Deliberate and intentional Oil Pollution caused to Indian coast, out at sea, An Indian Captain employed by Bernhard Schulte Shipmanagement Co. managing a fleet of over 700 ships, takes a fully loaded VLCC with visible 2 cracks (14cm x 7.5cm & 9.5cm) dimension, on No. 1stbd COT, from where oil seeps out during sailing, 8nm off Indian west coast / 4nm off Kiltan Island, where there is heavy wx/rain, restricted visibility & heavy traffic density of Fishing/coastal vessel just for Mobile phone signal, thereby polluting Indian Coast and Marine environment. If we have some legislation in place whereby no State Government is allowed to prosecute and criminalize any seafarer, no matter what, as suggested by Capt. B.S. Koli. Hence, Indian coast will be turning into a world dumping ground, as it is gaining publicity. We should therefore have strict legislation in place like US or European countries, which will prevent seafarers/ Shipping companies from polluting and damaging the marine environment.

"It's hard to calculate the damages happened and happening to our country.

An eye-opener to the International Maritime Regulating and Governing Authority, relevant associated authorities more particularly the relevant national maritime authority, calling for efforts to keep the world shipping trade alive.

— Arun Chandran

View: editorial contents in < www.themarinewaves.com > Oil Pollution Photos & clips in highlights.

Dr. Chandran Peechulli, Ph.D; MBA; D.Sc; FIE(India), PgDIMS(UK), PgTED; FIIPE; MSEI; MSNAME(USA), Ex.Chief Engineer(Marine), G.M.(Tech) Crossworld Shipping. Managing Editor & Publisher - "MARINE WAVES" International Maritime Newsletter. www.themarinewaves.com

RESPONSE:

Marine Wave Highlights - Bernhard Schulte Shipmanagement

Thursday, 29 October, 2009 6:20 PM

From: "Holger Pittelkau (CY-SDC)" <Holger.Pittelkau@bs-shipmanagement.com>

To: "pkc484@themarinewaves.com" <pkc484@themarinewaves.com>, "pkc484@yahoo.com" <pkc484@yahoo.com>

Dear Sirs,

I have followed a link that was sent to me and ended on the website of Marine Waves - International Maritime Newsletter. I was lead to the Highlights where photographs and videos are on display allegedly showing a Bernhard Schulte Shipmanagement (BSM) vessel illegally discharging oil into the sea near the Indian coast line.

We are a well reputed company. Our sole shareholder is a family owned shipping company that is in business for more than 125 years. We take our responsibilities towards the environment very serious and will not allow or condone illegal action of any of our employees ashore or on board. Anyone who has been found involved in illegal action will be handed over to the relevant authorities, respectively the authorities will be informed about the illegal action. We encourage our employees to speak up should they get knowledge of illegal activities and they will be afforded full company protection.

It is therefore very unlikely that the illegal discharge of oil (if it is oil and thus illegal, which cannot be determined from the photos or videos shown on your website!) has indeed taken place on any of our managed vessels. If you do have further compelling evidence that indeed an illegal discharge has taken place and that on a BSM managed vessel we would be interested to receive this information so that we can carry out an investigation accordingly.

If you do not have such compelling evidence then we would urge you to remove any link to Bernhard Schulte Shipmanagement to these photos and videos from your website. We do not wish our reputation to be tarnished by baseless allegation and will instruct our lawyers to take necessary action should you not remove the links to BSM by tomorrow morning 06:00 UTC.

Regards,

Holger Pittelkau, Capt.

Group Managing Director - Oil/Chemical Tankers
BERNHARD SCHULTE SHIPMANAGEMENT
Tel: +357 25 846503, Mob: +357 99 490028

REPLY by Marine Waves Management

c.c. CEO BERNHARD SCHULTE SHIPMANAGEMENT <andreas.droussiotis@bs-shipmanagement.com> ,

To

Capt. Holger Pittelkau (CY-SDC) <Holger.Pittelkau@bs-shipmanagement.com> ,
Group Managing Director - Oil/Chemical Tankers, BERNHARD SCHULTE SHIPMANAGEMENT.

Dear Capt.Holger Pittelkau,

This is in response to your e-mail. We very much understand of the rapid changes, that are taking place in ship- management, along with the surge in scientific developments, increasing pressure owing to the squeezed manning of crew onboard, the team constituting from different human race, caste, religion, state etc., coming from different places, are put in a state of uncertainty, because of piracy attack, causing disturbed frame-work of the mind, mindset in a demoralized state of mind, owing to armed piracy, living and working with all the limitations and constraints on board etc. resulting into complex issues developed in merchant navy employment. Indian Seafarers had however in general stood-out from the rest with the need and urge to keep abreast with the IMO Conventions and relevant rules and regulations as a competitive edge, plunged into challenges, marching ahead with the best of solutions to ship management, for all the needed, increased performance efficiency.

You may please view yourself, of the deliberate polluting activities performed out at sea, on clicking highlights in www.themarinewaves.com, which you would agree is not only a serious willful act of negligence, but a grave violation of I.M.O. Conventions, applying short-cut methods and polluting the sea. An upright senior officer on board the said vessel of your company had informed, Mr.Rajaish Bajpae, COO, representing the Management of Bernhard Schulte (almost a year back), appraising the misdeeds happening onboard, protesting the same. With the result he was victimized, signed-off from the vessel with no further calls for joining. It is therefore apparent that such crimes of violations, were going on for long, to reduce downtime and quick turnaround of vessels at the cost of polluting the divine sea.

Such business tactics is like a gamble at the cost of polluting the divine sea. Flourishing by cheating has been ways of cheap businessmen whose work-style is without principles, to make fast money through wrong acts and at others cost and you state in your e-mail, of being a well reputed company. Do these acts not tarnish the image of your company, when exposed? We have ample proof of evidences for establishing the same. We would agree, it is for any businessman or Ship Manager to contain their costs and stay afloat doing productive job, aim at incident-free voyages with zero-operational losses, reduction in operational expenses, feasible reduction in crewing expenses of medical ashore, unwanted repatriation, maintaining the frequency of crew change with good relations and keeping the morale of the crew high, optimum utilization of man-power on board, spares and stores, minimise wastage etc. while the shipping industry is cyclic and resilient by nature. A responsible media publishes only when they are very well informed of the facts and figures, besides be well convinced with the proof of evidence, to represent any court of law and not be just carried-away for any thing, while "Marine Waves" international maritime newsletter www.themarinewaves.com is very well known in India and overseas for their upright depiction of facts, the editorial contents, archived in their website on-line, stands testimony for all the expositions, for reforms of shipping administration and seafarers welfare measures etc. during the last six long years.

Pl. note, this letter is not just to rebuke your statement or threat, by your e-mail. With best regards. Thanking you

Sincerely yours,

Dr. Chandran Peechulli, Ph.D; MBA; D.Sc; FIE(India), PgDIMS(UK), PgTED; FIPE; MSEI; MSNAME(USA), Ex.Chief Engineer(Marine), G.M.(Tech) Crossworld Shipping. Managing Editor & Publisher-"MARINE WAVES" International Maritime Newsletter. www.themarinewaves.com

FOUL-PLAY by Bernhard Schulte Shipmanagement

Sri. Chandakkar,
Director & Member Secretary,
Vishvakarma Maritime Institute,
PUNE - 411040.

Re: Admissions to G.M.E 1 year Course (Nov.2009) for induction into Bernhard Schulte Ship Management

Dear Sri. Chandakkar,

This has reference to the telephonic talk had with you this morning, on the above-said subject. The candidature of one Sri. P.H.Sandeep, appears to me, being above-average, as he is physically and mentally fit to serve on the hard, high-seas. He is a sportsman at the District level, which speaks of his activeness and alertness needed, being a vital attribute to perform well in the Merchant Navy, his keenness to join Merchant Navy is justified for him to do well unlike those forced upon by parents, to keep them away from bad company of friends, or for visiting foreign-countries or for earning fast money and promotion etc. the dark side of the employment is not known, where one has to live with all constraints of man-power, materials, space etc. living and working away from their near and dear ones for long considerable period.

Whereas Mr. P.H.Sandeep, is comparatively young, well-built, hard-working. He has to his background, stint period of practical experience with hands on job, in one of our nation's leading shipyard (Cochin- Shipyard). I would totally disagree with you that the candidate had not re-acted fast to the advertisement and hence his application was received late at your end and hence not considered. It is not out of place to mention here that Mr.Sandeep has applied online to Bernhard Schulte Ship Management on the 8th Oct.2009 itself, and applied online as well to your Vishvakarma Maritime Institute, on Sunday the 11th Oct.2009, obtained the Bank DD and arranged all the requisite enclosure documents and dispatched the same by Speed Post on the 13th Oct. 2009.

It is therefore felt; there is something fishy (dhall me kala) in the selection of candidates at your end and the same needs to be probed. Though the issue of common entrance was raised long time back and thrust upon the Indian Maritime University. The Advt. which appeared from your side was just a mud-slinging affair, for your institution and the shipping company, to recruit to the whims and fancies, as secret pact agreed, for which our indian government to provide the CDC's for such candidates. This deprives merited candidates from admission and entry into the Merchant Navy, hence proves to be an unfair trade practice, which is a matter of concern to the candidate, parents of the candidate, Indian society and the governance of the nation. If in case I do not hear from you, I may be constrained to take up the subject with the Governing Council and the Regulatory Mechanism Authority, of the Government of India. i.e. Ministry of Shipping & the Directorate General Shipping, Mumbai-400 001.

With regards.

Thanking you.

Sincerely yours,

Dr. Chandran Peechulli, Ph.D; MBA; D.Sc; FIE(India), C.Eng., PgDIMS(UK), PgTED; FIIPE; MSEI; MSNAME(USA), Ex.ChiefEngineer(Marine), G.M.(Tech) Crossworld Shipping.

Managing Editor & Publisher-"MARINE WAVES" International Maritime Newsletter. www.themarinewaves.com * view editorial contents, back issues as well.

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

The Somali-Kenya Connection: The insurance companies won't tell you; the shipping companies won't tell you; and, of course, the Somali pirates don't say a word. What is not talked about is the amount of money being made by the Somali piracy entrepreneurs -- and then what they do with it. One thing is clear: Kenya is a major factor.

If the exact figures involved in the piracy activity are not available, the count of hijacked vessels is more easily obtained. The International Maritime Bureau has reported that through the first nine months of this year 32 ships have been taken by the Somalis. Quoting the same sources, the New York Times last May reported that in the previous 18 months Somali pirates "have netted as much as \$100 million by hijacking dozens of ships..."

The insurance companies and private ship owners easily can calculate what their vessel and cargo is worth. The kidnapped crews are priced relative to the political pressure of their families and governments on the victimized firms. Sources insisting on

anonymity in the relevant insurance concerns suggested that depending on rank and nationality/ethnicity individual ransoms run from \$1,000 to \$100,000 (European captain level). The crew and cargo of November 2008's Saudi super tanker hijacking were reportedly ransomed for \$3 million last January. That figure was considered a bargain by the ship's owners and its insurers.

Less important than actual profit figures of Somali piracy is what is done with the money. Anyone who has traveled to Kenya recently can get a rather good idea. In the better sections of Nairobi there are several high-rise office and residential complexes. According to local journalists, many of the newer buildings were financed for the most part by Somali investors. The profits from piracy would appear to be well handled.

This is not to say the community of Somalis in Kenya generally have not also benefited. The Eastleigh section of east Nairobi, heavily populated by Somalis, is booming as a result of a complicated web of private financial transfers that expedite sale

and purchase of smuggled goods avoiding taxes. The Barclay's Bank branch in Eastleigh is open seven days a week to provide full service. No other bank in Nairobi operates on this every day schedule.

Kenya has long been known for its weak prosecution of illegal money laundering. For that reason large amounts of cash from Somali sources find their way into real estate investment and commercial factoring. What was once a nice little business of small scale commercial financing by non-African Kenyans of Lebanese, Syrian, Greek, Indian and Pakistani background is now an activity dominated by internationally connected Somalis.

It is not surprising that local counter-terrorism officials see the tightly related Somali community in Kenya as the primary conduit for monies headed for Islamic jihadi groups. Unfortunately the job of penetrating these networks has been extremely difficult and electronic surveillance is inhibited by an extensive courier system.

There is a seeming natural political outreach in a situation where substantial sums of illegal funds proliferate -- and Kenya is no exception. Kenyan politics has long been marked by political corruption. The Somali moneymen have found these activities to be particularly useful to their working interests. Multilateral trade operations combined with regional financial connections make a perfect cover for weapons commerce.

In the same manner as the trade in illicit military supplies, the covert transfer of monies for the maintenance of jihadi groups in the Middle East and elsewhere worldwide is facilitated through the Somali diaspora. The informal network of Islamic money transfer, thehawala, stretches globally and provides a trustworthy yet clandestine system of financial manipulation. Somali piracy is only one source of funding, though it has become a major supplier in recent years.

The Kenyan authorities are well aware of the growth of the independent economic system within the traditional Kenyan environment, but there is little that can be done about it. To a certain extent there are banking and commercial elements in this East African country that are just as happy that the Somali connection exists.

Kenya's economy, no longer the envy of the region, has become reliant on the dynamics of its Somali immigrants and the money that pours in from their nefarious activities along the Horn of Africa. For Kenya the Somali phenomenon cannot be lived with -- and yet at this stage Kenya does not seem to be able to live without it!

Green thinking in the shipping industry:

A group of EU environment ministers (a gaggle, a pride...what about a denial of environment ministers?...) have gathered together this week to set out detailed requirements for reducing global greenhouse gasses from the aviation and shipping industries over the next ten years.

Now, maybe I'm just the last to know this, and you'll all be smirking at me from behind your lattes, but I didn't realise that the shipping and aviation industries are not included in the Kyoto Protocol. The agreement, a United Nations Framework Convention on Climate Change was formed in 1997 and brought into force in 2006, has the aim of the 37 international member countries agreeing to reduce greenhouse emissions.

While there is the famously-criticised issue of the US not signing up to the Kyoto Protocol, yet still remaining responsible for 36.1 per cent of global CO² emissions, it seems surprising that the

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two industries that are often widely-blamed for poor green credentials are not part of this agreement.

So, the gaggle of EU environment ministers aimed to reach an agreement as an amendment to the Kyoto Protocol that will include shipping and aviation with the aim of a 10 - 20 per cent CO2 reduction within the next ten years. This view will be officially proposed to the Protocol at the UN Climate talks in Copenhagen in December this year.

What is not going to help this proposal get accepted, however, is the fact that the ministers could not agree on what AAUs (Assigned Amount Units) - the Kyoto-defined government carbon allowances - would be realistic after 2012 for the shipping and aviation industries. This makes it harder to move forward as AAUs are gaining an increasingly negative reputation as some countries with 'spare' AAUs are selling them on instead, which is threatening to undermine the whole system.

At least all this kerfuffle means that there is a hunger building for an open and honest debate on the realistic progression of the Kyoto Protocol. As the more shadowy aspects of the international regulations become exposed, perhaps all industries will try to do the right thing for the planet, rather than just for themselves. We'll see.

How can security legislation stop the problem of piracy?

The issue of security in cargo shipping has gained a great deal of unfortunate publicity in recent years, with increasing number of pirate attacks off the coast of Somalia, the Gulf of Aden and the South China Sea.

Although maritime piracy can sound like a swash-buckling crime from the depths of history, modern-day pirate attacks actually cost the global cargo industry a massive \$13 billion to \$16 billion every year. Consequently, it's no wonder shipping companies and their customers take the issue of vessel security very seriously indeed.

The upcoming Hamburg-based Maritime Security & Defence conference and exhibition is focusing on this issue, with a number of innovative products and enhanced technologies on show for shipping industry bosses to be wowed by.

But will they be wowed? Yes, there will be a huge number of exhibits including sophisticated optical and acoustic sensors, unmanned helicopters and autonomous undersea vehicles, but isn't that really shutting the door after the horse has bolted?

The International Maritime Bureau reported that there has been a 35 per cent increase of pirate attacks involving guns since 2007, with 67 crew members injured in 2007 compared to 17 the year before. This does not include those held hostage but released without injury and it's almost impossible to quantify the fear and stress for the people involved.

Surely cargo vessel security needs to be an international political issue, rather than a trade fair? Where is the dialogue for an agreement of how to handle the demands of pirates on a global scale, rather than simply hoping it happens to the vessel of another nation? This increasing problem has touched so many nationalities that the heroics of individuals is no longer enough of a safety net and sensors, while a welcome addition, are not enough of a deterrent when there is so much bounty on board to be taken by people with nothing of their own.

Clarity of shipping emission guidelines: DNV publish new guidelines to highlight the

MARPOL Annex VI regulations on air pollution from shipping: The important global dialogue of shipping pollution reduction took an official forward step this week with the publication of a new comprehensive guide that will come into force on 1st July 2010.

The guide is published by Norway's DNV, a world leading classification society and aims to clarify the main points of the MARPOL Annex VI, which was initially approved in October 2008.

MARPOL, short for marine pollution, is one of the most important marine environmental conventions and its Annex VI is particularly concerned with prevention of air pollution from ships. MARPOL documentation states, "The rules set limits on sulphur oxide (SOx) and nitrogen oxide (NOx) emissions from ship exhausts and prohibit deliberate emissions of ozone depleting substances."



Coming in the same week as airlines pledge to halve their carbon emissions by 2050, the international transportation pollution issue is clearly part of the future-proofing agenda of many global giants keen to highlight how prepared they are.

Although it's good to assume there is some concern over the fact that the pollution from shipping has been largely underestimated, with its contribution to climate change greater than air travel, it's perhaps the financial implications that are harder to swallow in the cost-conscious short term, with ships that do not comply potentially detained in port.

DNV project manager Angelo Tossio explained, "The measures required to meet the new regulations affect many aspects of vessel design and operation and, managed correctly, they bring with them the opportunity for improved efficiency and reduced on-going running costs."

The environmental impact of cargo shipping is largely down to the pollution of air and water from exhaust emissions, oil spills and discharge of cargo residue. This affects seas as well as coastal areas, with biodiversity, climate and human health also taking the brunt of the industry, thanks to sulphur dioxide, nitrogen dioxide and carbon dioxide all creating a cocktail of chemical emissions.

New direct service links Europe, India and the Middle East: Understanding why we need a new Europe - Middle East - India direct shipping service?

Global shipping group Maersk Line's ships and bulk carriers are already a common sight in ports across the world. The company has recently announced plans for a new direct shipping service to link key locations in the Indian sub-continent and the Middle East to Europe, bringing another carrier option to a potential new audience and delivering greater flexibility to existing customers.

The Europe, Indian sub-continent, Middle Eastern route has seen increasing requests from exporters and importers to offer additional flexibility and carriage options, especially after the mid-2008 decision by 19 key container shipping firms across

the route to increase rates by •200 per 20-foot equivalent unit, or TEU.

The service, called ME2, is being offered as a slot agreement using the Mina Service from the United Arab Shipping Company and will connect the important western Mediterranean locations of Valencia, Genoa and Barcelona to ports in Saudi Arabia, Pakistan and India. The direct coverage will deliver a return provision, with the westbound service launching from Nhava Sheva, India's largest port, on the 19th September and the eastbound service from Genoa in Italy starting on the 21st September.

Danish-based Maersk Line will introduce this new service as a core part of its continuing focus on offering greater flexibility, opportunity and reliability to its worldwide customer base. In a statement, Maersk said the ME2 offer is set to provide a number of advantages over currently-available services, with superior transit times and high schedule reliability guaranteed.

The cargo shipping rate in to and out of key ports in India saw a 25% increase in 2007 and, while the increase is not continuing to the same extent as we're in the thick of the global economic downturn, BRIC countries remain a core territory target for a vast cross-section of multi-national businesses as we see the green shoots of recovery.

Piracy, seafarer shortage and climate change top the agenda as IMO Secretary-General visits Syria and Iran:

Piracy, seafarer shortage and climate change were the main issues IMO Secretary-General Eftimios E. Mitropoulos discussed with Government Ministers he met in the Syrian Arab Republic and the Islamic Republic of Iran, during a recent four-day visit.

In Damascus and Lattakia (Syrian Arab Republic), he met the Minister of Transport, Dr. Eng. Yarob S. Badr, and Deputy Minister for Maritime Transport, Dr. Emad Abdul Hay.

In Lattakia, he addressed the students of the Arab Academy for Science, Technology and Maritime Transport, Syrian Branch. Promoting IMO's "Go to Sea!" campaign, he congratulated the students for their choice of seafaring as their career and encouraged them to stay in the profession after their graduation and first stage at sea.

In the Islamic Republic of Iran, he met with the Transport and Foreign Affairs Ministers and the Secretary of the Supreme National Security Council, Minister Saeed Jalili, with whom he discussed the issue of piracy off the coast of Somalia and in the Gulf of Aden along with the need for full compliance with the International Ship and Port Facility Security (ISPS) Code, both on board ships and in port facilities. He thanked the Ministers for the decision of the Iranian Government to dispatch naval vessels to the Gulf of Aden to support the international efforts to prevent and suppress piracy in the area.

In discussions with the Minister for Roads and Transportation, Dr. Hamid Behbahani, Foreign Affairs Minister, Mr. Manouchehr Mottaki and the Deputy Minister and Managing Director of the Ports and Maritime Organization, Dr. Ali Taheri, Mr. Mitropoulos sought support for the forthcoming Climate Change Conference (COP15) to entrust, as the Kyoto Protocol has done, IMO with the reduction of greenhouse gas emissions from shipping operations.

On 15 September, he flew to the Iranian port of Anzali on the Caspian Sea, where he expressed appreciation for recent joint

exercises on search and rescue and oil spill prevention and response, between the Islamic Republic of Iran and the Russian Federation; and urged the Islamic Republic of Iran to expedite its ratification of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004.

Citizens demand voting rights for

seafarers: Denial of voting rights to thousands of Goan seafarers and those working abroad dominated the hearing of the Goa Assembly Ad hoc Committee on Law and Election held in the district Collectorate building here.

Also, the registration of migrants on the electoral roll in Goa and the large scale discrepancies in the EPIC cards also figured prominently at the hearing, prompting Chairman of the Committee MLA Francis D'Souza to ask the Electoral officers to take serious note of the irregularities.

Citizens demanded to know why seafarers are denied the voting right when they are Indian citizens and bring in foreign exchange to the country by their employment abroad. It was pointed out that when the seafarers come home with the rich foreign exchange, they find to their surprise their names missing from the electoral rolls.

Chief Electoral Officer Srivastava said this question was placed before the Election Commission for a solution, but citizens and even the Committee Chairman said it needed to be addressed with all seriousness.

D'Souza said the Committee would submit to the concerned department all suggestions made at the hearing to give seafarers right to vote. He said this sensitive question cannot be ignored and brushed aside and called for a solution to the problem. "The concern expressed by the people will be certainly reflected in the Ad hoc Committee report. This question is of great concern, where citizens of this country are not allowed to vote. I hope the government is seized of the matter and takes it up with the concerned authorities," he added.

The question of names of migrants figuring in the electoral rolls also figured prominently at the hearing. Shiroda MLA Mahadev Naik sought to know how people from different religion and caste can be enrolled on the electoral from a single house and called for a probe in the matter.

Similar queries were raised by J J Mascarenhas, Melson Luis and others, which later prompted the Chief Electoral officer Srivastava to tell the people that the hearing is not a question-answer session and he cannot give the details on the spot.

Chairman of the Committee however, said the Election Commission should be careful while scrutinizing the documents and ensure they do not enroll their names at two places. "Utmost care should be taken where doubts are raised and when complaints are lodged against migrants. It is in the interest of Goa that special attention and care is paid to such matters," he asserted.

On the question of delimitation of panchayat and municipal wards, D'Souza said the State Election Commission ought to be careful while delimiting the wards by taking into account the geographical boundaries

Taking into account the whole lot of queries on deletion of names from the electoral list, D'Souza sought to know from election officials why the concerned person is not intimated before his or her name is deleted by the authorities.

Retired seafarers vow to fight for pension

benefits: Retired seafarers from Goa assembled at Assolna village on Sunday and have vowed to fight for pension benefits with the concerned authorities.

Scattered across the State, the retired seamen and the widows of seamen resolved to unite under one banner to take their battle for pension to the logical conclusion.

Though the retired seafarers and the widows receives monthly ex-gratia monetary assistance of Rs 200, aggrieved seafarers contended that they are also entitled for pension benefits denied to them all these years.

One of the convenors of today's meeting, Papin D'Silva said what the retired seafarers receives from the NUSI Trust is only a monthly ex-gratia monetary assistance of Rs 200, adding that the retired seafarers need to be paid the pension.

"We have to fight for our right for the basic pension. The ex-gratia monetary assistance is different from pension. The retired and serving seafarers would form an association to bring all retired seafarers under one banner to fight for our rights", he added.

Addressing the gathering, Ivor D'Souza underlined the need to form an association to unitedly fight for the rights of the retired seafarers.

"A beginning has been made today and this needs to be spread to the nook and corner of the State and then at the national level", D'Souza added.

Former Assistant secretary of the National Union of Seafarers of India Urselino Almeida was invited by the convenors to address and guide the retired seafarers to achieve their goal.

Almeida told the retired seafarers that it may be difficult to get the pension from the government, but hastened to add that retired seafarers can be paid the pension out of the fund belonging to the seafarers.

The meeting resolved to write to the International Transport Workers Federation, Prime Minister, Finance Minister, besides the three Goan MPs Shripad Naik, Francisco Sardinha and Shantaram Naik in support of their long-pending demand.

Seafarers from Agonda, Paroda, Quepem, Majorda, Navelim, besides the seamen dominated villages of Assolna, Velim, Cuncolim and Chinchinim attended the meeting.

Incidentally, a meeting of seafarers had taken place at the NUSI Maritime Academy over two years ago, which was convened by PWD Minister, Churchill Alemao, wherein NUSI general secretary Abdulgani Serang had promised to consider increasing the existing monthly ex-gratia monetary assistance, but in vain.

Agitated seafarers has voiced their strong protest against the non-fulfillment of the promise to hike the ex-gratia relief, and bitterly complained that the relief is paid to the retired seamen once in six months.

Seafarers to knock NUSI/ITF Welfare Trust doors:

Goan seafarers on Sunday resolved to knock the doors of the NUSI/ITF Welfare Trust to alleviate the sufferings of the needy and anguished seamen and have unanimously demanded enhancement of the monthly relief from Rs 200 to Rs 5000.

A large number of seamen who turned up for a public meeting at Cuncolim this morning further resolved to unite under one

banner and form an Association of Seafarers to pursue the interests of both retired and serving seafarers with the concerned authorities. Similar meetings are scheduled to be held in entire south Goa, before the seafarers meet at St Estevam in North Goa, which has a sizeable seafaring community.

Addressing the seafarers, Ivor D'Souza said the serving and retired seafarers certainly deserve a better deal in view of the agreement mandating foreign ship owners recruiting Indian seamen to contribute a certain amount for the welfare of seamen.

He recalled that a welfare Trust for the Indian seafarers under the banner of NUSI/ITF receives regular contributions from the foreign ship owners and demanded that the amount be used to pay pension to the retired seafarers. "Presently, the Seafarers Welfare Fund Society pays Rs 200 per month as ex-gratia monetary assistance. This amount is not even paid monthly. This amount is sometimes paid in six months or even more", he said.

Former NUSI Assistant secretary, Urselino Almeida said the ex-gratia monthly payments made to the seamen can be enhanced substantially out of the funds managed by the NUSI/ITF Charitable Trust. "Instead of asking for pension, the seafarers should demand enhancement in the ex-gratia relief", he added.

When newsmen later asked him whether he is hopeful that the seafarers would succeed in its demand for enhancement in the ex-gratia relief, Almeida said one of the objectives of the Trust is to create schemes for the welfare of the Indian seaman and their families. "The NUSI hospital was put up out of these funds, the Old age home at Lonavla and the NUSI Maritime Academy is run by the Trust", he said, adding that the Seafarers Welfare Trust is having sufficient amount in its coffers that can be used to enhance the ex-gratia relief to Rs 5000 per month.

"The seafarers are not asking for something big. When the funds are there lying with the Trust, it should be used for the welfare of the seamen", he added.

Seafarers pointed out that the main objective of the NUSI/ITF Welfare Trust was to provide and establish welfare schemes, amenities and services to the Indian seamen irrespective of caste, religion, region etc.

The memorandum will be submitted to the Chairman of the NUSI/ITF Welfare Trust, besides the three Goan MPs, Union Minister for shipping, Chief Minister of Goa, Chairperson of UPA, Prime Minister of India, NUSI/ITF for Indian seafarers, the National Maritime Board, CWC Member Luizinho Faleiro, Goan Ministers, Churchill Alemao, Filipe Neri Rodrigues and other MLAs.

Offshore wind park towers transported upright:

Wind turbine towers for the world's biggest offshore wind park are being transported upright on board a BBC Chartering and Logistic ship.

Fluor, the contractor responsible for the development of the Greater Gabbard Wind Turbine Park, off the east coast of England, requested that the nacelles be mounted with hubs, and the bottom tower sections be shipped with the electronics installed prior to the shipment. This meant that the tower sections could not be shipped lying down, but had to be transported upright on custom-made transport foundations.

"Up until now, this has only been done on a barge in this way,"

said Christine Schou Jensen, logistics manager in BBC's windmill office in Aarhus, Denmark adding, "there will be some restrictions to this application to do with the weather and sailings.

"The customer can save time in the port of discharge as the tower sections arrive with the electronics already in them," she noted. "Our port captains, windmill department, and naval architects worked in close co-operation with the manufacturer of the transport platform to produce the appropriate equipment for the move."

One hundred and forty turbines are being transported in 36 shipments onboard BBC Konan.

BBC Konan, which can handle cargoes up to 300 tonnes in weight using its onboard cranes, will be sailing in a shuttle service between Esbjerg, Denmark, and Harwich, U.K., until November, and then again from February/March until September 2010.



Each bottom tower section, which is on deck in an upright position, weighs 90 tonnes and is 25 m high. The forward position of the BBC Konan's bridge means that the upright towers do not obstruct the crew's view. The wind turbine blades measure 52 m in length, and the nacelles with the pre-mounted hubs are the heaviest pieces, weighing 177 tonnes each.

Schou Jensen points out that companies might consider using the new transport solution to move wind turbine units over much longer distances.

The Greater Gabbard Wind Turbine Park is expected to be completed by 2011 and to have the capacity to produce enough electricity to power 415,000 homes.

Ship suppliers warn on slow payers: The International Ship Suppliers and Services Association has joined calls from ship managers' association InterManager's president Roberto Giorgi for owners to be more up front and transparent about their financial state when it comes to settling bills.

ISSA president Jens Olsen said ship managers and suppliers "find themselves in the same boat" when it comes to owners' cash flow problems.

Mr Olsen warned: "Owners should be more upfront with their suppliers if they are experiencing problems as late payment can have disastrous effects on suppliers' own cash flow and ability to supply ships in the world's major ports. Late payment, and in some cases the non-payment of ship supply invoices, is a

growing concern for ship chandlers in the world's ports and has been a focus of attention for the new Presidency of the International Ship Suppliers and Services Association (ISSA)."

He stressed: "This causes us further concern now we are in the midst of the global downturn and the slump in shipping movements. We are working as an Association to help our members by showing owners the impact their slow paying has on the ability of companies to continue to supply them. Other innovative ideas are under active consideration to get around this problem but it remains our principal cause of concern on behalf of our members.

"Ship managers and ship suppliers are in the same boat when it comes to relying on efficient cash flow. It is crucially important that ship owners are more open and transparent when they experience cash flow problems because only then can we try and resolve the situation," he added.

Call for 80% CO₂ reduction: In an indication of the increasing environmental pressure on the shipping and ports industry, the Port of Rotterdam has joined Friends of the Earth Netherlands in calling for the maritime industry to cut CO₂ emissions by 30% by 2020 and 80% by 2050, compared to 1990 levels.

In a joint statement, the two organisations said: "An 80% reduction by 2050 is necessary, according to scientists, if global warming is to be restricted to 2degC, the internationally accepted upper limit. Transport by water is more energy efficient than by land or air. In that sense, it is sustainable. Also, according to expectations, more and more goods will be transported by water in the coming decades. Hence, there is every reason to aim for a powerful reduction in CO₂ in shipping."

Study focused on kiwi fruit: A study carried out in New Zealand comparing kiwi fruit exports from the country has found that per unit greenhouse gas emissions are 27 per cent higher for reefer containers when compared to dedicated reefer ships.

The research, carried out by the Agribusiness and Economics Research Unit (AERU) of Lincoln University in Christchurch, New Zealand, set out to assess more fully the shipping emissions generated in fresh produce supply chains. Using the kiwifruit industry as an example, the study focused on shipping emissions and measured greenhouse gasses on outward and return journeys, while accounting for different shipping routes, ship utilisation, and the volume and weight of cargo.

When the emissions of port activities, refrigerant losses and transport of fruit from orchard to port were included, the study found that GHGs produced by container shipping were even higher, exceeding those created by specialised reefer shipping by 36 per cent. Reefer shipping groups welcomed the findings, saying that they vindicated the use of reefer ships.

However a recent report by analyst Drewry predicted that specialised reefer shipping was likely to all but disappear within the next 20 years.

Designer becomes angel for seafarers: **Turn-around times of ships are now fast and the crew have little or no time to come ashore:** Most of the things we buy in the UAE are brought by sea, but how many of us spare a thought for the seamen who stay cooped up on the ship for months? Now is a chance for you to do something for these homesick people and get something in return for your



good deed. A designer from New York, who is in Dubai on business, has designed and donated 300 bracelets for Flying Angel, a ship run by a humanitarian organisation for sailors, The Mission to Seafarers. There are currently more than 300 ports around the world where the Mission to Seafarers are stationed and they have been operating in Dubai since 1962. Their ship the Flying Angel is a mobile floating centre, which enables seafarers out at sea to communicate with their families and friends.

The Flying Angel has internet facilities, telephones, a library, a shop selling small essential items and two welfare officers cum chaplains who look after the seafarers' wellbeing. It operates off the cost of Fujairah serving the crews of ships who anchor in the world's second-largest anchorage off the east coast of the UAE. The Flying Angel was built and is run entirely on donations. Deb Schecter, who runs a jewellery design business Dyanne Belle in New York, has donated 300 bracelets to raise money for the running of the ship. Talking about the reason she got involved with the cause, Deb Schecter, who has celebrities such as Katie Holmes Cruise, Tyra Banks, Kelly Ripa and Debra Messing as her clients, told Emirates Business: "My mother has always been a great inspiration to me where doing good is concerned and so it has become second nature to me. Even though I am in the fashion business, which is all about making money, I am just content if I can pay my bills and give my two teenaged sons a good education. I want to be a role model for them the way my mother is for me and that is why I get involved in a lot of charity work." "I am in Dubai to participate in the Dubai International Jewellery Week and explore business opportunities in the emirate. I am staying with a close friend in Dubai whose friend is involved with the Mission to Seafarers." "When I learnt about the plight of the seafarers on board the ships, the work Mission to Seafarers has been doing to ease their lives and the support ship Flying Angel, I decided to help." Deb Schecter's bracelets, which are made of sterling silver with angel wings attached to a ring and a coloured leather chord, are being priced at Dh300 each. The first lot of 150 bracelets was sold at a recent, invitation-only event, which was hosted at the British Embassy Residence in Dubai. The rest of the 150 bracelets will be available for sale through the Flying Angel appeal website www.angelappeal.com.

Talking about the plight of the seafarers, Alexandra Reeves, who helps raise funds for the charity, said: "The reason the ship crew do not come ashore is because it costs a lot for the ships to come into the port so they stay in the anchorage. Also, a lot of document works needs to be done before the crew can land on shore, so most owners don't want to get involved in the expensive and lengthy procedure and prefer to keep the sailors at sea. "The other reason is the improvements in

international shipping. So the turn-around times are now incredibly fast and the crew have little or no time to come ashore. This is because the ships are so far from the shore that if the ship owners allow all the crew to come ashore this would mean losing half the ships crew for a whole working day. As a result of this, seafarers often suffer greater isolation and loneliness than they did before.

"However, shipowners are happy for the Flying Angel to come along side and let the crew off in rotation thus giving everyone a chance to relax." Talking about the length of time a seafarer can be away from home, she said: "For many officers, it can be as little as one month or as much as six months but for most of the crew the average is eight months. "Also calling from the ships satellite phones is expensive and there is always a huge queue for the few computers that are on board. So, the Angel helps them get in touch with their families at a cheaper cost." So go ahead and make someone's day better and also add a piece of jewellery to your collection.

Good samaritans: The keel of the Flying Angel was laid on April 12, 2006, and it was named by Prince Charles on February 28, 2007, in Dubai and inaugurated by Sheikh Saleh in Fujairah in March 2007. The boat was built by Albwady Marine Engineering in Dubai. All seafarers whose ships use the East Coast anchorage off the UAE benefit from the Flying Angel's facilities that are made available to them when the ship is anchored. On average, the Flying Angel takes 75 seafarers onboard per day, so more than 2,000 come aboard and use its facilities every month.

Secretarial issues bog INSA in recast mode:

Indian National Shipowners' Association (INSA), which is going to observe its 80 birthday on December 2, 2009, is reportedly under the throes of rebirth of become a young organisation. After terminating the services of two of its senior personnel, who have been employed on contractual basis with the august body, the Indian shipowners' organization has now asked three of its permanent staff to resign. As negotiations with the three, who are resisting to sign the dotted lines, are continuing, INSA has reportedly started outsourcing consultants for HR and providing it with a road map. "In its desire to become a lean and thin the association has also becoming mean," said one of the persons affected by the development. On condition of anonymity, he further added that the ongoing developments could prove detrimental to the organization which has a long history of service to the Indian maritime industry.

As an association body, INSA have been a reference point for matters related to shipping for administrators and the media alike. In fact, the ministry and its various departments, which are subjected to new appointments from time to time, have been depended on this trade body for relevant data and industry feedback. Its role in leveraging its knowledge bank for favourable rules and regulations for the industry is highly appreciated. For example, it has played a pivotal role in getting the tonnage tax regime for the shipping industry. "It is an internal matter and such things happen in any organization," said Sudhir S Rangnekar, chief executive officer of the association, on the developments. "Our members felt that we need to revive, to accelerate, to reorient, to remove the laid back attitude, etc., to be timely and purposeful. In line with the objectives INSA has decided to effect changes." "Till now, our members feel, INSA was only a secretarial body, some sort of a conveyor belt. They want tremendous involvement from INSA. They want it should be run like a company. They would

then like to give it more delegative powers," he said.

While INSA is seen reducing its staff strength on the one hand, on the other it is found to be recruiting consultants for HR and providing it with a road map. Mr Rangnekar clarified that it was because it requires different types of skills today. "Earlier you required more people in the secretarial cadre. Over the years, many of them did not get evolved or grew themselves for higher positions or to take up bigger responsibilities. The road map, therefore, is for reorienting the staff. He also said the INSA board in principle has approved the restructure, though the 'nitty-gritties of it do not go to them' "We serve the members, who should be happy."

However, not all of the 35 odd members of the group seem to be happy about the ongoings. One of the senior members of the august organization said that while the whole world is talking and practicing austerity measures, INSA is far from it. While it is trying to save a few thousand rupees by cutting down its meager staff, it is doling out lakhs for consultants and having 'heavy weights' for its service. Another young member of the association sounded that he is waiting for an early opportunity to free himself from INSA membership. "I do not think so," reacted Mr Rangnekar when asked for his reaction about members' unhappiness. He said: "We do not have any panel of consultants nor do we have budget allocations for consultancy at INSA. When we know there are certain issues that are important for the industry we engage outside expertise to guide us. "We engaged SBI Caps for the industry's funding requirements, engaged another one for direct tax code. Right now, we have another small consultancy firm for HR. Two of them already have produced their reports and the third one is in the process of doing so," he said.

Lloyd's Register cleared to issue anti-pollution certificates to US flag vessels: The US Coast Guard has delegated authority to Lloyd's Register to issue MARPOL Annex VI International Air Pollution Prevention Certificates (IAPP) on their behalf to US flag vessels.

The IAPP delegation completes the full suite of delegated authorities available to Lloyd's Register for marine vessels as a recognised organisation with the US flag administration.

To formalise the new statutory authorisation, Richard Sadler, Chief Executive Officer of Lloyd's Register, participated in a joint signing ceremony with Rear Admiral Brian Salerno and his staff at their headquarters in Washington, DC. Admiral Salerno is the United States Assistant Commandant for Marine Safety and Security.

Before the signing ceremony, Sadler met privately with the Commandant of the US Coast Guard, Admiral Thad Allen. In what seemed a most appropriate welcoming gesture, an American bald eagle, the national emblem of freedom in the United States, flew directly overhead as Sadler walked into the USCG building for the meetings.

Notes to editors

1. Lloyd's Register Group of entities provides independent assurance to companies operating high risk capital intensive assets in energy and transportation to enhance the safety of life, property and the environment, thereby helping its clients ensure safe, responsible and sustainable supply chains. The Group comprises charities and noncharitable entities, with the latter supporting the charities in their main goal.

2. To obtain an image see right (related documents) or emailnews@lr.org Picture caption: Rear Admiral Brian Salerno

(left) and Richard Sadler, Chief Executive Officer, Lloyd's Register, signing the agreement. Image for use in relation to this press release only. A higher resolution version of this image is available from news@lr.org

Services are provided by members of the Lloyd's Register Group.

Lloyd's Register, Lloyd's Register EMEA and Lloyd's Register Asia are exempt charities under the UK Charities Act 1993.

International shipping industry launches Guidelines on selling ships for recycling

The Industry Working Group on Ship Recycling (which comprises ICS, BIMCO, INTERCARGO, INTERTANKO, IPTA, OCIMF, IACS and ITF) has published new 'Guidelines on Transitional Measures for Shipowners Selling Ships for Recycling'.

The Guidelines are intended to help improve safety and environmental conditions in recycling yards in advance of the entry into force of the new IMO Convention on Ship Recycling, which was adopted in Hong Kong in May.

The shipping industry Guidelines reflect the new 'cradle to grave' responsibilities of shipowners and ship recyclers, from the time of a ship's construction to its final demolition, and explain the various actions that will be required, and which should be approved by flag states and authorities in ship recycling nations. In particular, the Guidelines encourage the preparation and maintenance of inventories of hazardous materials, in order to reduce risks to the safety and health of workers in ship recycling yards. They also recommend, in advance of the Convention coming into force, that shipowners endeavour to sell their redundant ships only to recycling facilities that meet the new IMO standards.

In the process of recycling ships that have reached the end of their working life almost nothing goes to waste. Ship recycling is undoubtedly a green industry and employs a large workforce in developing countries, the majority of ship recycling facilities being located in Asia. However, while the principles of ship recycling may be sound, the working practices and environmental standards in some recycling yards can sometimes fall short of internationally acceptable standards.

The shipping industry therefore believes that adherence by shipowners to its 'Transitional Measures' should be regarded as a sign of good faith. The Guidelines represent the commitment of the shipping industry to implementing the new global recycling standards prior to the entry into force of the IMO Convention, which the industry hopes will be ratified as soon as possible.

The 'Guidelines on Transitional Measures for Shipowners Selling Ships for Recycling' are being distributed - free of charge - throughout the global shipping industry.

Maritime London member Steamship Mutual has issued a set of guidelines

to assist shipping companies preparing vessels safely for lay-up and to minimise the risk of P&I claims. Such claims could typically be for wreck removal, injuries to crew, and pollution of the local environment, particularly arising from the leakage of oil leakage, or other contaminants or the leaching of antifouling.

According to the club, other possible claims could arise from

damage to third party property, including other vessels, underwater cables or pipelines, pleasure craft, aquaculture installations, beaches and reefs.

IBIA set for qualifications role

The International Bunker Industry Association (IBIA) is now on course to institute a professional bunker industry qualification.

At last week's IBIA Annual Convention, held in Singapore, IBIA chairman Chris Fisher told delegates, "IBIA is not looking to move further into the training sector, but many of our members have shown an interest in an IBIA qualification. The concept under consideration envisages IBIA preparing examination material for up to three levels - Basic, Advanced and Higher." Feedback from delegates on issues was supportive of the idea which now needs developing in detail.

Mr Fisher explained: "IBIA would work with existing training establishments to ensure that the proper examination material subjects were included, to the level required, and would then recommend appropriate training programmes for students wishing to take the examinations. And IBIA would select an existing, professional third party to provide facilities on a global basis for students to sit the examinations under controlled conditions."

Security Arrests in South Africa:-A South African Court may in the exercise of its admiralty jurisdiction order the arrest of any property for the purpose of providing security for a claim which is or may be the subject of an arbitration or any proceedings contemplated, pending or proceeding, either in South Africa or elsewhere, and whether or not it is subject to the law of South Africa. This remedy is available either if the person seeking the arrest has a claim enforceable by an action in personam against the owner of the property concerned or an action in rem against such property or which would be so enforceable but for any such arbitration or proceedings. Not only do the provisions of Act extend to proceedings outside the Republic but neither the parties nor the cause of action need have any connection with the Court granting the Order.

An applicant applying for a so-called "security arrest" in South Africa must show:-

--that it has a claim enforceable by an action in personam against the owner of the property concerned or an action in rem against such property or against a ship which is an associated ship of the ship concerned;

--that it has a prima facie case in respect of such claim which is prima facie enforceable in the nominated forum/s; and

--that it has a genuine and reasonable need for security in respect of the claim.

Associated Ship Deeming Provision: The remedy afforded claimants by way of a security arrest in South Africa has further found favour with maritime practitioners and claimants internationally by virtue of the most useful and unique associated ship provisions of the Act which provide that if at any time a ship was the subject of a charterparty the charterer or subcharterer shall for the purposes of an associated ship arrest be deemed to be the owner of the "guilty ship" in respect of any maritime claim which the charterer or subcharterer, and not the owner, is alleged to be liable.

The application of a security arrest to the so-called "associated ship" has also been found to assist claimants in terms of MOA disputes where it can be established that claims against the former owner arose before transfer of ownership. In this regard, the Act provides that the relevant time for ownership of the "guilty ship" is the time when the maritime claim arose, whilst the timing for ownership relative to the "associated ship" is the time of the commencement of the action.

Viable Alternative to Rule B Attachments: Applications for security arrests are normally brought ex parte and the popularity of this remedy, afforded claimants via the South African courts, is at an all time high and will no doubt be enhanced by the latest decision regarding Rule B attachments as providing a very viable alternative to obtaining security."

LEGAL :

Consequential Loss Defined in APL Case:

Ron Salter, writing in the DLA Phillips Fox Transport and Trade Bulletin website reports that the recent case of Qenos Pty Limited v Ship 'APL Sydney' [2009] FCA 1090 throws light on the issues of consequential loss claims for pure economic loss and the meaning of 'infringement of rights' under the Convention on Limitation of Liability for Maritime Claims 1976.

In December 2008, the container ship 'APL Sydney' dragged an anchor during heavy weather while awaiting a berth in Port Phillip Bay, Melbourne. The anchor then caught on a submarine pipeline used for the transport of gas across Port Phillip Bay to industrial plants in the western suburbs in Melbourne. Quite apart from damage to the pipeline itself, the owner of the 'APL Sydney' faced substantial claims from two manufacturers who relied upon the gas to produce various products. These manufacturers suffered no actual loss of or damage to property (the pipeline belonging to other parties), but claimed considerable economic loss from the disruption of supply.

The claimants sought to argue before the Court that the consequential loss referred to in Article 2.1(a) had to be loss suffered by the person whose property was damaged and that while their loss was consequential upon the damage to the pipeline, that was not the consequential loss intended by the 1976 Convention. While Justice Finkelstein observed that 'this construction of Article 2.1 is not without its supporters', he noted that Article 31 of the Vienna Convention on the Law of Treaties 1969 required that a treaty should be interpreted in accordance with the ordinary meaning to be given to the term in the treaty and in the light of its object and purpose. With the support of some comments by English judges in a couple of cases, he expressed the view that the claims before him for economic loss were indeed consequential loss claims within the meaning of Article 2.1(a).

In Rod Salter's view, Justice Finkelstein's decision is plainly correct. However, the case may yet go on appeal. Even if that does not occur, further interest in consequences of the 'APL Sydney' pipeline incident will follow soon, as a decision is awaited from Justice Rares, also of the Federal Court, in connection with other interesting points arising out of the 1976 Convention. Nevertheless for claimants the decision means the door is firmly bolted and, unless overturned on appeal limitation will be strictly applied to claims for future economic loss. For shipowners and their insurers there will be a greater degree of comfort in the certainty the decision brings about.

DG SHIPPING NOTICE

NO:11NT (26)/2009

Subject: Grounding of General Cargo vessel Flag - Foreign, in Indian waters.

NARRATIVE: A General Cargo vessel, built in - 1997, GRT - 5002, with two cargo holds, flag - foreign, loaded with 6273 cbm of round logs arrived at outer roads of an Indian port on 23.5.2009 at 2036 hrs. The vessel was awaiting for berthing instructions. On 25.5.2009 at 1218 hrs. the vessel was brought to inner anchorage under pilotage. The vessel dropped her anchor at inner anchorage on the same day at 1300 hrs. as the berth was not available. On 25.5.2009 with pilot on board the vessel first dragged her anchor at 1315 hrs. Thereafter, the vessel had series of near misses and incidents with pilot on board. Details are as under.

DATE: 25.5.2009

TIME EVENTS

1315 hrs. Dragging anchor and commenced heaving anchor.
1351 hrs. Vessel is stern touched bottom on eastern bank, while pilot on board.
 However, the vessel re-floated with the help of engines and tide.
1406 hrs. Vessel made contact damage with another vessel during maneuvering to re-anchor with pilot on board.
1454 hrs. Vessel re-anchored very close to the vessel with whom it made contact, and therefore, the Master requested the port for shifting to safer place.
1606 hrs. The vessel re-anchored in safer position.
1743 hrs. Pilot disembarked.
1900 hrs. Vessel again started dragging anchor again.
1905 hrs. Master reported dragging of anchor to Port Signal Station.
1918 hrs. Vessel dragging towards oil jetty. Master heaved up anchor.
1955 hrs. Vessel was grounded on western bank.
2012 hrs. Pilot on board and used two tugs for assistance in refloating the vessel.
2335 hrs. Vessel refloated at flood tide.

26.05.2009

0104 hrs. Vessel was secured to berth.

OBSERVATIONS/ANALYSIS

- Prevailing state of weather and tides were as follows :
Wind: South Westerly of fore 5
Tide: 0914 hrs. 0.22 m., 1518 hrs. 7.04 m & 2159 hrs. 1.85 m.
- The rudder stock of the vessel was damaged due to grounding.
- The vessel's hull sustained substantial damage.
- There was no proper exchange of information between Master & Pilot.
- The vessel's windage area had increased considerably due to timber deck cargo on deck.
- Prudent use of tugs were not made during the ship's maneuver by the Master and Pilot.
- Poor ship handling skills were displayed by the pilot in the prevailing conditions.
- The port did not provide timely assistance to the Master, when the report about dragging of anchor was sent to the port.
- The vessel did not have proper charts for the port.
- Port did not comply with reporting requirements of maritime casualty to Maritime Administration.

RECOMMENDATIONS/LESSONS LEARNT

- All ports should provide basic and critical information about the port to the Masters calling their ports through their local agents prior to vessel's arrival with precautionary measures expected from the ship
- The port VTIMS should play an active role in monitoring the movements of the vessels and warn the vessels about any threat to navigation in advance
- The port authority should provide timely response to the requirements of Masters who are in need of assistance or in

distress

- The port authority should make available adequate number of suitable tugs to support ships in need of assistances
- The port authority should make sure that the vessels calling their ports is adequately and efficiently manned and updated nautical charts and publications for the operation area are available on board. In case of any doubt, the matter should be reported to nearest MMD
- The port should comply with the reporting requirements of Indian Administration with regard to casualties taking place within their jurisdiction as per the requirements of M.S. Act, 1958 and various notices issued from time to time
- The Master should comply with the requirements of charts and nautical publications as stipulated in SOLAS Chapter V
- The Master should ensure that a proper Master pilot exchange information does take place as per the requirement of STCW Code A - VIII/ 2 Part 3-1(49) - Navigation with Pilot on board.

Sd/-

(Capt. Deepak Kapoor)

Nautical Surveyor-cum-DDG (Tech)

Nautical Wing Circular No. NT/NAV/ /2009

NO: 39/NT(20)/2005 20th October 2009

Sub:- Installation of SVDR on Indian Passenger Vessels and Cargo Vessels plying on the coast of India.

In pursuance to this Directorates earlier N T Wing Circular No.NT/NAV/01/2006, and NT/NAV/01/2009 dated 22nd March 2006 and 8th April 2009 respectively on the above subject following decisions have been taken to address the fitment of SVDR on Indian Passenger & Cargo vessels plying on the coast of India.

1. In addition to the categories covered under circular No.NT/NAV/01/2006 and NT/NAV/01/2008 SVDR's are now required to be fitted on the following categories of vessels plying solely on the coast of India.
 - 2.1 All passenger ships except
 - 2.1.1 Passenger vessels carrying less than 50 passengers and plying only during day Light hours.
 - 2.2 All cargo vessels or any other specialized ship above 3000GT plying on the coast of India. other than vessels plying solely within territorial waters.
 2. The SVDR to comply with the IMO performance standards and should have a float free capsule.

This is issued with the approval of the Director General of shipping.

Yours Faithfully,

(Capt. J. S. Uppal)

Dy. Nautical Adviser to the Govt. of India -cum
Sr. Dy. Director General of Shipping (Tech)

(contd. from page 1)

and regional campuses at Chennai, Mumbai, Kolkata and Visakhapatnam. The government institutions referred are at present offering Port & marine short term courses and degree courses in Nautical Science and Marine Engineering which will hereafter come under the University.

Departments:- Initially, the University will have the following eight departments: Port Management, Nautical Science, Marine Engineering, Transport & Logistics (Business School), Marine Sciences, Maritime Law, Naval Architecture & Ship Building, Inland Water Transport
INDIAN MARITIME UNIVERSITY. East Coast Road, Uthandi, Chennai 600 119. Tel : (044) 2453 0343 / 345. Fax : (044) 2453 0342. Email : campus.imu@tn.nic.in

Website : www.imu.tn.nic.in

Regional Campus: Chennai National Maritime Academy, East Coast Road, Uthandi, Chennai 600 119. Tel : (044) 2453 0343/345. Fax: (044) 2453 0342. Email: imu.chennaicampus@yahoo.com

Mumbai: T. S. Chanakya, Karave, New Mumbai 400 706. Tel: (022) 2770 1935 / 2770 3876. Fax : (022) 2770 0398
Email : tschanakya@hotmail.com

Lal Bahadur Shastri College of Advanced Maritime Studies & Research, Hay Bunder Road, Mumbai 400 033. Tel : (022) 2371 9944/46, Fax : (022) 2373 9784. Email: mariner@bom2.vsnl.net.in

Marine Engineering & Research Institute (MERI) , Hay Bunder Road, Mumbai - 400 033. Tel : (022) 2377 6136 / 2372 5987 / 2377 1181
Fax : (022) 2375 3151. Email: meribom@vsnl.com

Kolkata: Marine Engineering & Research Institute (MERI), P - 19, Taratalla Road , Kolkata 700 088. Tel : (033) 2401 4673 / 76 & 78
Fax : (033) 2401 4333. Email: director@merical.ac.in

Indian Institute of Port Management (IIPM), Subhas Bhavan, 2nd Floor, 40, Circular Garden Beach Road, Kolkata 700 043. Tel : (033) 2439 4123/4124 Fax : (033) 2439 7179 / 0097. Email: iipmcal@dataone.in

Visakhapatnam: National Ship Design & Research Centre, Gandhigram, Visakhapatnam - 530 005. Tel : (0891) 257 8360 / 257 8364. Fax : (0891) 257 7754. Email: nsdrc@itpvis.ap.nic.in

Reference Table A-II/1

Standard of Competence for officer in charge of Navigational Watch (Second Mate of a Foreign Going Ship)

(continued from last issue)

Assessment of evidence obtained from one or more of the following:

- 1 approved BRM training
 - 2 approved simulator training which includes use of BRM principles and techniques
- The conduct, hand-over and relief of the watch conforms with accepted principles & procedures. A proper look-out is maintained at all times and in such a way as to conform to accepted principles & procedures.
- Lights, shapes & sound signals conform to the requirements contained in the International Regulations for Preventing Collisions at Sea and are correctly recognised.
- The frequency & extent of monitoring of traffic, the ship & the environment conform to accepted principles & procedures. A proper record is maintained of the movements and activities relating to the navigation of the ship.
- Responsibility for the safety of navigation is clearly defined at all times, including periods when the master is on the bridge and while under pilotage.
- Resources are allocated and assigned as needed in correct priority to perform necessary tasks
- Communication is clearly and unambiguously given and received. Questionable decisions and/or actions result in appropriate challenge and response
- Effective leadership behaviours are identified
- Team member(s) share accurate understanding of current and predicted vessel state, navigation path, and external environment

Competence No 3 : Use of Radar and ARPA to maintain safety of navigation

- 3.1 Fundamental Theory
 - 3.1.1 Fundamental principles of radar: Block diagram, use of various controls and radar as range and bearing measuring instrument.
 - 3.1.2 Safe distances: With respect to radar spares and magnetic compasses.
 - 3.1.3 Radiation hazards and precautions: Safety precautions necessary in the vicinity of open equipment, radiation hazard near antennae and open waveguides.
 - 3.1.4 The characteristics of radar sets: Bearing range accuracy, HBW, VBW, pulse length, pulse recurrence rate, maximum & minimum range of radar, range and bearing discrimination.
 - 3.1.5 Factors external to the radar set affecting radar detection: Radar horizon, sub refraction, super refraction & ducting, effect of precipitation and sea on radar detection.
 - 3.1.6 Factors that might cause faulty interpretation: Indirect echoes, side echoes, multiple echoes, second 'trace echoes.
- 3.2 Setting Up and Maintaining Displays
 - 3.2.1 Function and adjustment of controls: Transmitter controls, reception controls, display controls, different types of display, performance monitor.
 - 3.2.2 Measurement of range & bearing: Range & bearing accuracy, error in range & bearing.
- 3.3 Marine Radar Performance Specifications
 - 3.3.1 Performance standards for radar equipment
 - 3.3.2 Limitations of the radar X-band and S-band.
- 3.4 Plotting
 - 3.4.1 The relative motion triangle: Drawing of relative motion triangle and identification of various vectors and angles
 - 3.4.2 Plotting devices: Drawing the relative motion triangle on a plotting chart,

- 3.4.3 Course, speed and aspect of other ships in relative and true presentation.
Set vector lengths based on own vessel speed and range scale in use. Advantages and limitations of use of relative and true vectors and when to use which for optimum efficiency
- 3.4.4 Closest point of approach (CPA) and time to closest point of approach (TCPA), bow pass, in relative and true presentation and plot.
- 3.4.5 The effect of course and speed changes on the display. Advantages of compass stabilization of a relative display.
- 3.4.6 Standardized report format and reporting procedure: Elements of the two parts of a report (bearing and change, range and change, CPA, TCPA, course, aspect and speed)
- 3.4.7 Use of Trial manoeuvre and predictive motion vectors.
Assessment of evidence obtained from approved radar simulator and ARPA simulator training plus in- service experience
Information obtain & from radar and ARPA is correctly interpreted & analysed, taking into account the limitations of the equipment :& prevailing circumstances and conditions
Action taken to avoid a close encounter or collision with other vessels is in accordance with the International Regulations for Preventing Collisions at Sea
Decisions to amend course and/or speed are both timely and in accordance with accepted navigation practice
Adjustment made to the ship's course and speed maintain safety of navigation
Communication is clear, concise: and acknowledged at all times in a sea-manlike manner
Manoeuvring signals are made at the Appropriate tune and are in accordance with the International Regulations for Preventing Collisions at Sea
- 3.5 The Use of Radar in Navigation :
- 3.5.1 Obtaining position fix by radar bearings and ranges, possible errors,, Reliability of fix.
- 3.5.2 Aids to radar navigation : Use of passive (trails, history)and active aids, RACONs and SARTs. Explain AIS overlay on radar / ARPA.
- 3.5.3 The use of parallel indexing technique in radar navigation:, wheel over positions and safety margins.
- 3.6 Radar and COLREG 1972
- 3.6.1 The relationship of COLREG 1972 to the use of radar: Lookout, safe speed, plotting of targets and actions to be taken to avoid collision in clear and bad visibility conditions.
- 3.7 Review of Plotting Techniques: Course, speed, aspect, CPA and TCPA determination, avoiding action.
- 3.8 Principal ARPA Systems: Vectors (relative and true), digital read-out, potential points of collision, predicted areas of danger.
- 3.9 IMO Performance Standards for Automatic Radar Plotting Aids (ARPA): Requirements for acquisition and tracking of targets, operation warnings, gyro and log inputs.
- 3.10 Acquisition of Targets: Manual and automatic acquisition of targets, guard rings and guard zones.
- 3.11 Tracking Capabilities and Limitations: Principle of tracking by ARPA, target swap.
- 3.12 Processing Delays: The reason for delay in display.
- 3.13 Setting Up and Maintaining Displays: Optimum display of echoes, use of echo referencing in the true motion mode.
- 3.14 Representation at Target Information:, results of trial manoeuvres, benefits and limitations of operational warnings.
- 3.15 Errors of Interpretation: Lost target, incorrect interpretation of ARPA data
- 3.16 Errors in Displayed Data: Errors in bearing by backlash, ship motion, asymmetrical antenna beam, azimuth quantization, error range by rolling of "own ship", range quantization, effects of heading and speed errors on derived information.
- 3.17 System Operational Tests: Self-diagnostic routines.
- 3.18 Risks of Over-reliance on ARPA
- 3.19 Obtaining Information from ARPA Displays: Critical targets, relative and true course and speed of target, CPA and TCPA targets.

- 3.20 Application of COLREG 1972: Analysis of displayed situations, actions to avoid close quarter situations.
- 3.21 Ground stabilization: Errors involved, advantages and limitations of ground stabilization and sea stabilization.
- 3.22 Caution to be taken when used in conjunction with Doppler Log (Doppler feed to ARPA)

Competence No. 4: Use of ECDIS to maintain the Safety of Navigation

- 4.1 Knowledge of the capability and limitations of ECDIS operations including:
 - 1 a thorough understanding of Electronic Navigational Chart (ENC) data, data accuracy, presentation rules, display options and other chart data formats
 - 2 the dangers of over reliance
 - 3 familiarity with the functions of ECDIS required by performance standards in force
- 4.2. Proficiency in operation, interpretation, and analysis of information obtained from ECDIS, including:
 - 1 use of functions that are integrated with other navigation systems in various installations, including proper functioning and adjustment to desired settings
 - 2 safe monitoring and adjustment of information including own position, sea area display, mode and orientation, chart data displayed, route monitoring, user-created information layers, contacts (when interfaced with AIS and/or radar tracking) and radar overlay functions (when interfaced)
 - 3 confirmation of vessel position by alternate means
 - 4 efficient use of settings to ensure conformance to operational procedures, including alarm parameters for anti-grounding, proximity to contacts and special areas, completeness of chart data and chart update status, and backup arrangements
 - 5 adjustment of settings and values to suit the present conditions
 - 6 situational awareness while using ECDIS including safe water and proximity of hazards, set and drift, chart data and scale selection, suitability of route, contact detection and management, and integrity of sensors

IT IS AN OPTIONAL COURSE LIKELY TO BE MADE MANDATORY BY IMO IN 2012.

Examination and assessment of evidence obtained from one or more of the following:

- 1 approved training ship experience
- 2 approved ECDIS simulator training

Monitors information on ECDIS in a manner that contributes to safe navigation Information obtained from ECDIS (including radar overlay and/or radar tracking functions, when fitted) is correctly interpreted and analyzed taking into account the limitations of the equipment, all connected sensors (including radar and AIS where interfaced), and prevailing circumstances and conditions

Safety of navigation is maintained through adjustments made to the ship.s course and speed through ECDIS-controlled track keeping functions (when fitted) Communication is clear, concise and acknowledged at all times in a seamanlike manner

Competence No. 5: Respond to emergencies

- 5.1 Contingency plans for response to emergencies:
 - List the Contents of muster list, State that the duties are assigned to remote control operations, Describe the divisions of the crew into a command team, emergency team, back-up team and engine room team.
 - State that good communication between command team and emergency teams are essential, Describe the actions taken in various emergencies
- 5.2. Measures which should be taken in emergencies for the protection and safety of the ship, passengers and crew
 - 5.2.1. Actions to be taken on stranding. Initial damage, assessment and control, sounding of compartments, sounding depths all round the ship using hand-lead
 - 5.2.2. State the Actions to be taken following a collision considering Initial damage, assessment and control, stoppage of engine, preparing life boat, sending distress or urgency signal

- 5.2.3. Precautions for the protection and safety of passengers in emergency situations : warning the passengers, evacuating all passengers, taking a roll call, instructing passengers during drills and supply of blankets.
- 5.2.4. Means of limiting damage and salving the ship following a fire or explosion: Cooling of compartment boundaries, inspection for damage.
- 5.2.5 Procedure for abandoning ship: Transmission of distress call until acknowledged, Extra food and blanket, EPIRB, SARTs and hand held VHF sets, warm clothing and life jackets, TPAs and Immersion suits, launching in heavy weather, use of rocket line-throwing appliances and breeches buoy.
- 5.2.6. Use of emergency steering : Arrangement of emergency steering,
- 5.2.7. Arrangements for towing and being taken in tow: Towing equipment and tools on board ship, methods of towing disabled ship and communication between two ships.
- 5.2.8. Rescue of persons from sea or from a vessel in distress:

Use of oil in rough weather, waiting for day light, providing a lee, method of rescue when sea conditions are too dangerous to use boat.

Examination and assessment of evidence obtained from one or more of the following:

- 1 approved in-service experience
- 2 approved training ship experience
- 3 approved simulator training, where appropriate
- 4 practical training

The type and scale of the emergency is promptly identified

Initial actions and, if appropriate, manoeuvring of the ship are in accordance with contingency plans and are appropriate to the urgency of the situation and nature of the emergency

Competence No. 6 : Respond to distress signal at sea

- 6.1. Measures for assisting a vessel in distress:

The Contents of IAMSAR, various search pattern and signals to be made by ships & aircraft.

- 6.2. Man-overboard procedures:

Initial actions, use of man-overboard function in GPS for homing in to the man in the water, preparations for rescuing man, picking up man and picking up boat.

Examination and assessment of evidence obtained from practical instruction or approved simulator training, where appropriate

The distress or emergency signal is immediately recognized

Contingency plans and instructions in standing orders are implemented and complied with

Competence No. 7: Use the IMO Standard Marine Communication Phrases and use English in written and oral form.

- 7.1 English language

- 7.1.1 Adequate knowledge of the English language to enable the officer:

- to use charts and other nautical publications
- to understand Meteorological information and messages concerning ships safety and operation
- to communicate with other ships, coast stations and VTS centres
- to perform the officer's duties also with a multilingual crew

- 7.2 Standard Marine Communication Phrases

- 7.2.1 Use and understand the IMO Standard Marine Communication Phrases (SMCP)

Examination and assessment of evidence obtained from practical instruction

English language navigational publications and messages relevant to the safety of the ship are correctly interpreted or drafted

Communications are clear and understood

Competence No. 8: Transmit and receive information by visual signalling

- 81 Signalling by Morse Code (Transmission & reception): Morse symbols for the alphabet and numerals, transmit and receive

single letter signals by Morse light, as specified in the International code of signals. Ability to transmit and receive the distress signal "SOS", urgency signal "XXX". And safety signal "TTT",erase signal, repeat signal, AA, AB, WA, WB, and WB and BN.

- 8.2 Using International Code of Signals: Recognition of International codes flags and pendants, purpose of International code of signals, , meanings of single-letter signals, International Code Signal of distress.

Assessment of evidence obtained from practical instruction

Communications within the operator's area of responsibility are consistently successful

Competence No. 9: Manoeuvre the ship

- 9.1 The effects of various deadweights, draughts, trim, speed and under-keel clearance on turning circles and stopping distances. Manoeuvring Data of Ship : Advance, transfer, drift angle, tactical diameter, track reach, head reach, side reach, turning circles of a ship, directional stability.

- 9.2 Effect of wind and current on ship handling: Effect of wind on a given ship while moving and when making large turns, effect of current on the motion of the ship,

- 9.3 Manoeuvres for the rescue of a man overboard: Immediate action, delayed action, single turn, Williamson turn and Scharnow turn, sequence of actions when a person is seen to fall overboard.

- 9.4 Squat and shallow-water and similar effects: Shallow water, squat and bank effect.

- 9.5. Proper procedures for anchoring and mooring:

Procedure for anchoring, and the precautions to be taken.

Use the correct terminology for communication between bridge and anchor station crew

Use of anchor buoys,Marking of the cable, sealing of spurling pipes, joining of two mooring ropes, slip wire.

Mooring plan of a ship, optimum mooring pattern and rope leads.

Dangers of using different rope types in one mooring system.

Rigging pilot ladder /combination ladder, making fast tugs, using fenders during berthing.

Examination and assessment of evidence obtained from one or more of the following:

- 1 approved in-service experience
- 2 approved training ship experience
- 3 approved simulator training, where appropriate
- 4 approved training on a manned scaled ship model where appropriate

Safe operating limits of ship propulsion, steering and power systems are not exceeded in normal manoeuvres

Adjustments made to the ship's course and speed maintain safety of navigation

FUNCTION II : CARGO HANDLING & STOWAGE AT THE OPERATION LEVEL

Knowledge, Understanding & Proficiency / Course covered. Methods of demonstrating competence Criteria for evaluating competence

Competence No. 10: Monitor the loading, stowage, securing and unloading of cargoes and their care during the voyage

- 10.1. Dry Cargoes

- 10.1.1. Inspection and preparation of holds: General Inspection of Holds, items to be inspected, importance of cleaning holds, using dunnage, using spar ceiling, blanking of ballast lines to deep tanks.

- 10.1.2. Segregation and separation of cargoes: Segregation of different cargoes with reference to Dangerous Goods, dry, wet and Delicate Cargoes, separating adjacent parcels of cargo.

- 10.1.3. Securing cargoes: Lashing Code and Cargo Securing Manual. Methods of blocking, lashing, shoring and tomming cargo, methods of securing heavy loads and vehicles and trailers.

- 10.1.4. Ventilation and control of sweat: Control of sweat by ventilation, operation of ventilation system, cargoes requiring special ventilation

- 10.1.5. Deck cargo: Efficient securing of deck cargoes, proper battening of cargo before loading deck cargo, safe access to essential equipment and spaces, unobstructed view from navigating bridge, max permissible load, IMO code of safe practice for ships carrying timber deck cargo.

- 10.1.6. Refrigerated cargo: Preparation of holds for loading refrigerated cargo, inspections of the cargo, use of brine traps, purpose of temperature recording.
- 10.1.7. Container Cargo: Arrangement of a container ship, lashing and securing arrangements of containers, types and sizes of containers, stack weights.
- 10.1.8 RoRo Vehicles : Preparation of the car decks for the loading of trailers and vehicles, floating decks, stress limitations and procedures for opening, closing, securing of bow, stern and side doors and ramps and to correctly operate, care and maintain the related systems. Maintaining water-tight integrity of the cargo decks.
- 10.2. Cargo Handling
- 10.2.1. Cargo-handling equipment: Care and maintenance of standing rigging, topping lifts, cargo runners, cargo blocks and derrick heel fittings, rigging of derricks for loading and discharging of cargoes, ship rigging plan, use of slings, snotters, canvas slings, trays, pallets, nets, chain slings.
- Examination and assessment of evidence obtained from one or more of the following
- 1 approved in-service experience
 - 2 approved training ship experience
 - 3 approved simulator training, where appropriate Cargo operations are carried out in accordance with the cargo plan or other documents and established safety rules / regulations, equipment operating instructions and shipboard stowage limitations.
- The handling of dangerous, hazardous and harmful cargoes complies with international regulations and recognized standards and codes of safe practice
- 10.2.2 Cargo-handling safety: Safe working load of a gear, visual inspection before the start of cargo, mechanically or hydraulically operated hatches, precautions while doing cargo operations, effect of heavy lift on sea worthiness and stability of the ship, effective communication during loading and discharging. Dock Safety Regulations.
- 10.2.3 Deep tank cargoes: Cleaning and preparation of deep tanks for loading, securing of deep tank lids.
- 10.2.4 Keeping a safe deck watch in port
- 10.3 Dangerous, Hazardous and Harmful (Marine Pollutants) Cargoes
- 10.3.1 Dangerous goods in packaged form: Classification of IMDG cargo, use of IMDG code, precautions to be taken while working with IMDG cargo, MFAG, EmS, IMGS, segregation tables.
- 10.3.2 Keeping a safe deck watch in port when carrying hazardous cargo: Hazardous cargo, special requirements when carrying hazardous cargo, procedure for entry into enclosed spaces and permit to work.
- 10.3.3 Bulk cargoes (other than grain): IMO code of safe practice for solid bulk cargoes, angle of repose, flow moisture point, flow state, transportable moisture limit, preparations of holds prior to loading bulk cargoes, hazards associated with coal cargoes.
- 10.3.4 Bulk grain cargoes: Bulk cargo code, preparations of holds for the carriage of grain, insect or rodent infestation, and use of shifting boards.
- 10.4 Oil, Chemical and Gas Tanker Piping and Pumping Arrangements:
- 10.4.1 Tanker arrangement: Cargo tanks, pump rooms, slop tanks, cofferdams, deep tanks, tank coating, reliquefaction system.
- 10.4.2 Cargo piping systems: Direct pipe line and ring-main system, piping arrangement in pump room.
- 10.4.3 Cargo pumps: Different types of pumps for cargo operations, use of eductors.
- 10.4.4 Hazards of oil, chemical, gas cargoes
- 10.5 Precautions before Entering Enclosed or Contaminated Spaces: Potentially dangerous spaces like cargo, fuel and ballast tanks, pump rooms, cofferdams, duct keels. Ensure oxygen content 21% by volume, need of thorough ventilation of space, need of preparing safety check list, use of various instruments to check the gases in a compartment.
- 10.6 Stowage Calculations
- 10.6.1 Cargo calculations and cargo plans: Stowage factor, broken stowage, load density, ullage, calculation of cargo to be loaded, extracts from cargo plans, making a cargo plan. Stress calculation on simple beams of equal leg lengths and single derricks.
- 10.6.2 Knowledge of the effect of the cargo including heavy lifts on the seaworthiness and the stability of the ship.

(To be Continued)

The tenth Annual Market Review & Forecast from Drewry

on the liner industry shows that 2009 was every bit as bad for the global container industry as was predicted as recession ravaged one economy after another.

While there are a few pieces of good news these are offset, the specialist shipping consultant says, by the critical issue of over-capacity. Drewry warns: "Managing over-capacity and keeping costs contained needs some clear management focus if container businesses are to survive the challenging market conditions that will prevail until at least 2014."

The positive news includes a predicted small recovery in global traffic in the second half of 2009 and some minor recovery in trade flows for 2010, up by around 2.4%.

"Freight rates," Drewry comments, "have been improving recently but rates, as we know, tend to be counter-cyclical. We are also projecting that average all-in East-West rates will climb encouragingly by around 18%. Costs have also been held in check and spiralling wages driven by a shortage of skilled mariners have also been halted."

Some ocean carriers, Drewry notes, have quite effectively micro-managed supply at the individual trade route level and, since July this year, there have been positive signs of increased container flows and freight rates on certain key routes. To achieve this services have been cancelled, vessels have been cascaded and effective capacity switched into laid-up or off-hire inactive capacity.

Carrier fleet poised for robust growth over next five years: A new report, released by Maritime London member Lloyd's Register - Fairplay Research, predicts that the world's dry bulk carrier fleet will continue to show strong growth over the next five years, spurred largely by surging demand for iron ore and metallurgical coal to feed China's undiminished appetite for steel production.

The report estimates that the dry bulker fleet, currently standing at 7,839 ships with a total capacity of 432 million deadweight tons (dwt), will grow by an average of 9.5 percent through the end of 2013, up from 6.5 percent annual average growth the previous five years. The fastest growing segment will be very large ships over 200,000 dwt, increasing at 16.8 percent per annum. Deliveries of new bulkers through year-end 2013 will amount to some 318 million dwt, up 150 percent from the last five years. This will be offset by an increase in scrapping, with 76 million dwt of capacity to be removed from the fleet. Shipyard orderbooks for new bulkers will diminish as the large number of ships ordered during the boom years of 2007 and 2008 are delivered to the fleet.

The contract forecast for 2009-2013 stands at 139 million dwt, considerably lower than the last five years, but a respectable size nonetheless, due to expected orders for new tonnage to be placed by Chinese and Japanese interests.

The continuing surge in Chinese imports of iron ore and coal will be the primary growth engine for the world's bulker fleet, offsetting the falloff in grain and agricultural product exports and generally low freights for bulk commodities, according to the research report.

"Steel production provides business for nearly half the world's bulk carriers, and China now produces nearly 50 percent of the world's steel," observed Niklas Bengtsson, one of the report's authors. "China's imports of energy and non-energy commodities to supply its industry with materials for production of domestic goods and investments in infrastructure have triggered a surge in demand for large-tonnage bulkers."

The growth curve for general cargo ships will be much flatter, according to the report. In August 2009, the general cargo fleet consisted of 17,137 ships with a total capacity of 81 million dwt. It is predicted to grow by just 2.5 percent annually through 2013. There are still a large number of newbuilds to be delivered - a hangover from the ordering binge of 2007 and 2008 - but scrapping will remove 12.7 million dwt from fleet capacity through 2013, and new orders will plummet by 63 percent as demand softens.

The report also notes that the market for specialized refrigerated cargo vessels will continue to decline, with only a handful of ships on order. Given China's dominance in the steel industry, it is no surprise that China holds the top position in shipbuilding for the dry bulk and general cargo sector. China's share of the orderbook through 2013 is a whopping 50 percent, while Japan and South Korea come in a distant second and third place.

The report notes that bulker and general cargo ship deliveries from European yards have more or less disappeared over the last 30 years, and concludes "there is absolutely nothing that points to a reversal of this trend."

Safety concerns over stockpiled Indian iron ore:

The UK P&I Club has once again warned its members of the serious risks that can be associated with the carriage of iron ore fines loaded in Indian ports.

Reports of serious incidents continue and include two vessels



loaded with this product that have capsized in the last two to three months. At the present time the Club is dealing with 12 current cases involving this commodity.

According to the Club, much of the iron-ore stockpiled in India has been exposed to rain during the summer monsoon and the moisture content of large quantities of ore is over the Transportable Moisture Limit as set out in the International Maritime Organization's IMSBC Code.

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