



Bribery Act is "minefield for the shipping industry"

Some shipping companies attempting to comply with the requirements of the UK Bribery Act 2010, which came into force on 1 July, could actually be building a case for their own prosecution.

The warning comes in an analysis by Ince & Co partner Kevin Cooper posted on the law firm's website.



UK's Bribery Act is causing headaches

He notes; "It has been reported that some shipping companies are keeping a record of any gifts or small payments that their employees or agents are obliged to make in order to "get things done" locally. The idea is that if they are open about their procedures, those procedures will be deemed adequate. In truth, they run a risk that those records may well form part of the evidence against them in any subsequent investigation and prosecution."

Mr Cooper's analysis makes clear that he believes the Act puts the shipping industry in a particularly difficult position. He says that shipping is regarded as being at high risk of having to deal with corruption because of its operation in countries with known corruption risks, its interaction with foreign public officials who may require incentives to perform what is in fact their job and its use of foreign subsidiaries to act as intermediaries.

He says that the issue of facilitation payments to public officials to secure or expedite performance of their duties are of particular concern to the shipping industry. Such payments were already illegal under English law but the wide-reaching and extra-territorial nature of the new Act radically changes the situation. In many countries a ship's master or agent will routinely be expected to make minor donations or gifts to port officials, for example during customs or cargo clearance or to obtain necessary permits. Shipowners fear failing to make these payments could have serious consequences such as manufactured deficiencies and expensive delays caused by officials expecting a "bonus" for doing their job efficiently.

Talks have been taking place members of the shipping industry and UK government officials and, Mr Cooper says, known "tariff" of facilitation payments in various ports around the world was quoted at a recent meeting as evidence of the inevitability of such payments being requested.

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OUR LEGAL ADVISORS

Surana & Surana — International Attorneys



Head Office: International Law Centre, 61/63, Dr. Radhakrishnan Salai, Mylapore, Chennai - 600 004, India.
Tel : 91-44-28120000, 28120002, 28120003
Fax: 91-44-28120001, E-mail: intellect@lawindia.com



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Mr Cooper's analysis goes in to considerable detail, painting a picture that is likely to concern most companies involved in global shipping operations.

He notes that discussions continue with the UK government to establish "whether any comfort can be provided during the 'transitional period' following 1 July".

But he concludes: "Until such comfort is provided, shipowners will continue to face difficulty in deciding how best to implement the requirements of the Act."

In a separate move Ince & Co announced today the opening of a new office in Monaco. The leading maritime law firm has been granted a licence to practise English law as Ince & Co Monaco SARL in matters relating to shipping and energy in the Principality.

ICS urges EU to support compensation system to curb emissions

The International Chamber of Shipping's (ICS) chairman Spyros M Polemis has written to the European Commissioner for Climate Action Connie Hedegaard urging the EU to support a compensation system linked to fuel consumption, or levy, rather than an emissions trading system for shipping.

Mr Polemis underlined the importance of the recent IMO agreement to amend MARPOL Annex VI to include a package of technical measures to reduce shipping's CO2 emissions. Ms Hedegaard has already welcomed the IMO deal.

He wrote: "Most importantly, we believe that IMO is now well placed to continue the real progress it is making on Market Based Measures to help deliver further emissions reduction. We therefore strongly urge that the European Commission and EU Member States will continue to work for an agreement at IMO on MBMs, rather than develop regional measures." Mr Polemis stressed that the shipping industry fears there could be serious market distortion if the EU tried to press ahead with a regional scheme. ICS believes that a 20% reduction in emissions per tonne of cargo moved per kilometre is a realistic goal that could be met by 2020, to a large extent driven by the introduction of Ship Energy Efficiency Management Plans (SEEMP). Earlier this year ICS's member national associations agreed that a compensation system linked to fuel consumption, in the form of a levy, is the simplest solution and best suited for the shipping industry.

"The shipping industry," Mr Polemis wrote, "has an instinctive dislike of needless complexity which we believe will be the result of any system based on emissions trading. ICS has therefore concluded that a fuel linked compensation system will be simpler to manage, more transparent and therefore more efficient in its own right. Our position is also shared by the European Community Shipowners' Associations."

Mr Polemis offered to discuss the details of how a compensation system might work with Commission officials.

He said: "We recognise that the European Commission's formal position is that it remains open minded about what form of MBM it thinks is best suited to shipping internationally. In the next few months, we hope to share with you our more detailed

thoughts on how a compensation fund agreed at IMO might work. In the meantime, we believe it most important that you continue to employ your influence within the EU institutions to help ensure that the European Commission remains focused upon working with EU Member States to reach an agreement on MBMs at IMO. We hope you can agree that this is far preferable to pursuing a regional solution, which we believe would be bad for the environment as well as being against the interests of both the European and international shipping industries."

LR's new ice procedures

Lloyd's Register (LR) has developed new procedures under the notation, ShipRight FDA ICE, to help assess designs and reduce the risk of fatigue damage in the hull structures of their ice-strengthened vessels.

LR says the timely move comes as changes in the exploitation of natural resources, the climate, world trade and marine infrastructure are increasing marine activity in cold-climate areas. Greater trade through the Arctic is driving demand for



There is increasing marine activity in cold-climate areas

larger ice-class vessels, particularly oil tankers and LNG carriers. The Arctic is estimated to hold about 20% of the world's remaining recoverable hydrocarbon reserves. Further exploration and transportation is expected off the coasts of Alaska, Canada, Greenland and Russia. In addition to hydrocarbons, large quantities of minerals may need to be shipped from the Arctic to ports in Europe and Asia.

The London-based classification society and Maritime London member says that it is increasingly important that the industry develops a better understanding of the risks involved, including the potential for fatigue to affect the strength of ships' hull structures.

Zhang Shenming, the project leader and a lead specialist in Lloyd's Register's marine product development department, says: "Designers and owners need to have confidence in the structural performance of the latest generation of large ships. The fatigue performance of these hull structures as the ships navigate in ice-covered waters is a key component in their operational capability and reliability."

Dr Zhang added: "This assessment will give operators and owners the confidence to operate in these demanding and challenging environmental conditions." The ShipRight FDA ICE assessment procedure examines ship-ice interaction loads, ice-load impact frequency, ice-load distribution, structural

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From the Editor's Desk



Throughout the history of mankind there have been murderers and tyrants; and while it may see momentarily that they have the upper hand, they have always fallen. – Mahatma Gandhi

Common people find life, full of ups and downs. Our greatest glory is not in ever failing but for rising much higher every time we fail. Exceptionally making optimised utilisation of the precious time in hand, achieving consistency of efficiency in our minds and practice, to produce better results. – Dr. Chandran Peechulli

There is a sad fact that many, many seafarers are simply unhappy in their jobs. While research indicates that the dangers to health and liberty posed by pirates and no control over sub-standard vessels, as they hijack and criminalise, are major causes for concern, often the biggest problem is just that working at sea isn't fun anymore, as the responsibility, the paperwork, and the pressures are simply too great. There is a big grey cloud hanging over the industry, and it is a major risk to organisational performance. Very quickly this can create a vicious circle: worries and concerns, lead to stress - throw in a little fatigue and you quickly notice a rapid drop off in performance which translates to worries and concerns...In these difficult times, the minimum manning levels may be met, but all too often there are a growing number of, "virtual absentees". Due to the concerns and worries, there are people physically present but emotionally absent from their post. These are the "ghosts in the machine", the barely functioning living dead, and they are an important [but unspoken] issue for many companies. Indeed if companies don't motivate and make people feel part of the solutions (and reward them appropriately) then employers could be left with just the ghostly memory of a workforce. The shipping industry has over years systematically denigrated, criminalised and marginalised the people who actually work on ships. For these reasons we've seen the quality of personnel drop dramatically and we simply can't recruit in the numbers, or of the quality we need...oh and accidents and losses have risen dramatically. If we are to mitigate this risk effectively, everyone on the ship and within the company (employers, managers, colleagues and individuals) needs to be proactive in promoting and sustaining staff morale and wellbeing. This may be hard in difficult times but we ignore the risk at our peril. While we may be able to attract new people to sea, it is going to be increasingly difficult to keep them if we do not get our house in order. Indeed, recruitment and retention are two sides of the same coin, you cannot divorce them. Where there are problems with retention, then allied with the challenges of sustained attraction, then there are clearly problems ahead. So what can we do? Well look around your ship and think carefully: do we have any ghosts in our machine? Who are the people who seem vacant and vaguely disinterested...then ask what we can do to bring the ghosts back to life.

The human body responds to stress with a powerful fight-or-flight reaction. Hormones surge through the body, causing the heart to pump faster and sending extra supplies of energy into the bloodstream. For much of human history, this emergency response system was useful: It enabled people to survive immediate physical threats like an attack from a wild animal. But today, the stress in most people's lives comes from the more psychological and seemingly endless pressures of modern life. Daily challenges like a long commute or a difficult boss can turn on the stress hormones-and because these conditions don't go away, the hormones don't shut off. Instead of helping you survive, this kind of stress response can actually make you sick. Chronic stress can harm the body in several ways. The stress hormone cortisol, for instance, has been linked to an increase in fat around organs, known as visceral fat. The accumulation of visceral fat is dangerous since these fat cells actively secrete hormones that can disrupt the functioning of the liver, pancreas and brain, causing problems such as insulin resistance, inflammation, and metabolic syndrome. Chronic exposure to other stress hormones can also weaken the immune system and even change the structure of chromosomes. Recent research suggests that chronic stress takes a toll on the brain, too. Studies on mice show that stress-related hormones alter physical structures in the brain in ways that could affect memory, learning, and mood. Some of these changes involve dendrites, tiny branch-like structures on nerve cells that send and receive signals. Several studies have shown that stress hormones can shrink dendrites and as a result, information doesn't get relayed across nerve cells. When the cell damage occurs in a part of the brain called the hippo-campus, it can impact memory and learning. If stress makes you feel anxious, damage to dendrites might be part of the cause. A 2011 study found that rats whose dendrites had eroded due to stress had higher levels of anxiety. More research is needed to determine the exact effect of stress hormones on people's brains, but one study of adults with post-traumatic stress disorder suggests that the stress hormone cortisol may actually shrink the size of the hippocampus. Researchers are still trying to determine if this is because of the hormone's toxic effect on neurons or if there is a genetic component-or if both are involved. Another part of the brain that seems to be affected by stress is the amygdala-the part of the brain that regulates fear and other emotions. Researchers believe that together, these two effects may cause an increase in anxiety. They think that as amygdala grows in size, you may experience more anxiety and fear. (The amygdala is known to become bigger and more active in people who are depressed.) But because the hippocampus cells involved in memory are shrinking and not transmitting information effectively, you can't connect the feelings of fear to memories of real events. You're left with a lot of generalized anxiety.

Spend time with loved ones, cultivate healthy friendships. Research shows that a good social support network has definite mental health benefits. It can keep you from feeling lonely, isolated, or inadequate and if you feel good about yourself, you can deal with stress better. Friends and loved ones can be a good source of advice and suggest new ways of handling problems. But they can also be an excellent distraction from what's bothering you. If your network of friends is small, think about volunteering, joining an outdoor activities group, or trying an online meet-up group to make new friends. Try relaxation techniques. Meditation, yoga, and tai chi can help slow your breathing and heart rate and focus your mind inward, away from whatever is causing you stress. Exercise regularly. Whether it's walking outside with a friend or taking an exercise class at the gym, getting active can help you relax and help turn off your body's stress response. Get plenty of sleep. When you're well rested, you can approach stressful situations more calmly.

Dr. Chandran Peechulli, Ph.D ; D.Sc., F I E (India), F.I.L.P.E., M.S.E.I., Pg.DTED, Pg.DIMS(UK), MSNAME(US), Fellow - Institution of Engineers (India), Indian Institution of Plant Engineers & Ex. Vice Chairman TN Chapter, Life Member & Ex.Executive Member-Indian Institute of Standards Engineer T N Chapter, Indian Institute of Occupational Health, Managing Editor & Publisher - "Marine Waves" International Maritime Newsletter. Corporate Member, Chennai Press Club. Ex. Chief Engineer (Marine) & General Manager (Tech), Consultant - Cee Cee Industrial & Marine Management Consultants. seafarersman@indiatimes.com
Address : M107-5, 29th Cross Street, Besant Nagar, Chennai-600090. +91-44-42018982.

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responses and the fatigue behaviour of hull structures in cold temperatures including associated fatigue responses. The fatigue-response assessment is determined for different winter conditions and ice thicknesses on typical routes for winter trade. Ships complying with the requirements of the procedure will be eligible to be assigned the notation ShipRight FDA ICE.

Boost for scrubbers: A new report boosts a growing industry perception that abatement technology - scrubbers - will be increasingly attractive. "Outlook for Marine Bunkers and Fuel Oil to 2030", by Robin Meech and FGE, says that implementing the IMO sulphur limit proposals by 2020 would be "virtually impossible", requiring the refining industry to invest in more than 4 million b/d of extra secondary processing capacity, above that already scheduled.

The report concludes that under pressure from the impending marine emissions legislation, the mix of fuels used in the shipping industry will proliferate, that on-board scrubbing will become viable, initially for vessels operating in ECA areas, but subsequently for all newbuilds.

The report contains around 105 pages with over 50 tables/charts and provides a comprehensive update of the current legislation, how the shipping and refining industries are likely to respond as well as the implications in terms of bunker demand, price differentials and investments.

IMarEST library finds new home: An important collection of marine engineering and history books has found

a new home at Lloyd's Register in Fenchurch Street, London. The Institute of Marine Engineering, Science and Technology (IMarEST) is on the move to smaller premises without the space to house its huge collection. Lloyd's Register has ensured that the huge collection has a secure future and remains available to researchers.

"Like our own collection, the IMarEST library is one the great resources still available for current and historic information concerning maritime history, marine engineering, naval architecture, offshore engineering and ocean technology. It was absolutely vital that this collection be preserved to continue to provide the public with a rich sense of one of our traditional industries," said Richard Sadler, chief executive officer, Lloyd's Register.

The collection will be combined with Lloyd's Register's own historic archive and library which was founded in 1852. Nestled in the heart of the City of London, the organisation's information centre provides access to its historic archive, plus a full collection of the Lloyd's Register of Ships, dating back to 1764, and associated publications and material.

"This is a great opportunity to combine our collections, each complementing the other, and to build upon the good work undertaken by the information staff of both IMarEST and Lloyd's Register," information centre manager Barbara Jones said. "There is a significant amount of work involved in maintaining an active archive and library, so we are ensuring that further resources are made available to assure a successful amalgamation of our two collections."

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

Shipowners' restructures London office:

The Shipowners' Club, which specialises in P&I insurance cover for small and specialist vessels worldwide, says it has restructured the key departmental functions at its London branch. In a move intended to be part of an on-going drive to increase both customer focus and operational efficiency, the claims and underwriting teams will now be organised according to three distinct areas of responsibility, called syndicates. Within each syndicate underwriters and claims handlers will work alongside each other, bringing a greater degree of synergy to the club's service delivery to members, a club statement says.

One syndicate will handle European business; another will manage the "rest of the world" accounts, which fall within the London branch's realm of responsibility and a third syndicate will focus on the offshore sector. The latter is an area already prominent in the club's portfolio and within which Shipowners' plans to develop its service offering further.

In announcing the changes Shipowners' CEO, Charles Hume, said, "We believe that the Club's new operational approach will provide Members and their brokers with a rounded overall service, more attuned to their needs and will help to develop customers' relations with a broader range of the Club's staff, putting a larger degree of their skills at the Members' disposal."

Enclosed spaces training launch: A new training programme aimed at preventing deaths and injury in enclosed spaces was launched on HQS Wellington by Captain Terry Jewell, Master of the Honourable Company of Master Mariners on 22 July. Videotel Marine International and Mines Rescue Marine new training series, "Entry into Enclosed Spaces"

delivers a hard hitting message to both ship board and shore based personnel that will ensure that when working in enclosed spaces the correct equipment is used and good safety procedures become second nature.

"There is no excuse for the unacceptable casualties we have seen recently," says Stephen Bond, deputy chairman, Videotel. "Again and again we hear of seafarers coming to grief in enclosed spaces. These incidents could have been avoided by an understanding of the dangers of entering enclosed spaces and the critical importance of following proper procedures. We are convinced that the Entry into Enclosed Spaces Training Series will help save lives."

The package consists of six programmes covering awareness; preparation and procedures; equipment; enclosed spaces entry; emergency procedures and rescue; and the correct use of breathing apparatus. It is available in a range of formats - interactive CD-ROM, through Videotel on Demand (VOD) and VHS/DVD with supporting booklets.

LEGAL :

Does Caveat Emptor Apply When It Comes to Purchasing the "Love Boat"?

In the case of Quail Cruises Ship Management Ltd. v. Agencia de Viagens CVC Tur Limitada, 23 Fla. L. Weekly Fed. C92a (11th Cir. July 8, 2011), Quail Cruises Ship Management Ltd. ("Quail") appeals from the district court's order dismissing its amended complaint for lack of subject matter jurisdiction. The Eleventh Circuit Court of Appeals vacated the district court's order and remand for further proceedings.

Quail, a cruise ship operator, alleged in its amended complaint that the defendants conspired to induce it to purchase the M/V Pacific ("vessel") -- better known as the eponymous Love Boat from its television days of the 1970s and 1980s -- by fraudulently misrepresenting the vessel's deteriorating and defective condition. Quail alleged that the fraud was orchestrated by Agencia de Viagens CVC Tur Limitada ("CVC"), a tour operating company, and its President Valter Patriani. According to Quail, CVC directed Seahawk North America, LLC ("Seahawk"), a ship management company supervising the vessel's operation, and its President Rodolfo Spinelli, to defer repairs and conceal the vessel's condition. As a part of the concealment effort, Seahawk allegedly influenced Lloyd's Register North America, Inc. ("LRNA"), a maritime classification society, to provide favorable inspections and certify the vessel's seaworthiness. Quail further alleged that, while overseas, CVC and Seahawk representatives made several fraudulent misrepresentations regarding the vessel's condition. In reliance on those representations, as well as those made by LRNA, Quail alleged that it purchased the stock shares of Templeton International Inc. ("Templeton"), the principal asset of which was the vessel.

Quail brought claims for: securities fraud under § 10(b) of the Securities and Exchange Act of 1934, 15 U.S.C. § 78j(b), and Securities and Exchange Commission ("SEC") Rule 10b-5, 17 C.F.R. § 240.10b-5; maritime torts of fraud in the inducement, recklessness, and negligence/negligent misrepresentation; and common law claims of civil conspiracy to commit fraud in the inducement, fraud in the inducement, and breach of fiduciary duty. Quail sought damages for extensive repair work to the vessel, loss of use of the vessel as a passenger cruise ship, and injury to its reputation as a cruise ship operator.

The district court dismissed Quail's amended complaint for lack of subject matter jurisdiction. Applying the Supreme Court's recent decision in *Morrison v. Nat'l Australia Bank Ltd.*, 561 U.S. ___, 130 S. Ct. 2869 (2010), which held that § 10(b) and SEC Rule 10b-5 do not apply extraterritorially, the district court concluded that it lacked federal question jurisdiction over the securities fraud claim, because Quail failed to allege that the purchase or sale of the Templeton stock took place within the United States. The court also concluded that it lacked admiralty jurisdiction over Quail's putative maritime tort claims. As a result, the court declined to exercise supplemental jurisdiction over Quail's common law claims. It then dismissed as moot both Patriani's pending motion to dismiss for lack of personal jurisdiction and LRNA's pending motion to dismiss for improper venue based on a forum-selection clause. Quail appeals the dismissal of its amended complaint, and LRNA cross-appeals the concomitant denial (as moot) of its motion to dismiss for improper venue.

The court reviewed *Morrison* and noted that Quail alleged that "[t]he transaction for the acquisition of the Templeton stock closed in Miami, Florida on June 10, 2008, by means of the parties submitting the stock transfer documents by express courier into this District . . .". Given that the Supreme Court in *Morrison* deliberately established a bright-line test based exclusively on the location of the purchase or sale of the security, the court concluded that the district erred by dismissing Quail's claim, because it was too early in the proceedings to know whether the alleged transfer of title to the shares in the United States lies beyond § 10(b)'s territorial reach.

Although Quail also challenged on appeal the district court's conclusion that it lacked admiralty jurisdiction over Quail's

putative maritime tort claims, the court found it unnecessary to address that issue, because those claims form "part of the same case or controversy" as Quail's securities fraud claim, thus providing the district court supplemental jurisdiction over those claims. Thus, the court vacated and remanded for further district court proceedings consistent with the Eleventh Circuit's opinion.

It is therefore too early to tell at this juncture whether "caveat emptor" will ultimately prevail in this case.

Piracy: The Insurance Implications:

"Marsh recently published this useful summary of the insurance issues arising out of piracy in the Indian Ocean, and indicated that one might share it with others."

The hijacking of ships in the Indian Ocean has highlighted to the world at large that piracy remains a modern day scourge. During the first six months of this year at least 32 ships have been seized by pirates and that 19 are currently being held for ransom.

While the most high profile incidents are attributable to pirates from Somalia, ships have also been attacked recently in the Gulf of Guinea close to the west African coast, in the seas of south east Asia and off the northern coasts of South America. Pirates have demonstrated that they are increasingly prepared to use machine guns and RPGs to achieve their aims, escalating the threat to shipping and seafarers.

The activities of Somali pirates in particular has led to changes in the ways that the insurance industry responds to piracy. Marsh has closely monitored these developments and has prepared a white paper setting out the insurance implications of piracy that apply in July 2011.

The white paper looks at the following issues:

- insuring against loss of or damage to ships caused by pirates;
- payment of a ransom to secure the release of a hijacked ship, cargo and crew;
- issues to consider relating to marine kidnap and ransom insurance;
- marine war risks and marine K&R insurance markets - a status report;
- loss of hire following piracy;
- the P&I position; and
- the use of armed security.

Marine Environment Protection Committee (MEPC) - 62nd session: 11 to 15 July 2011:

Mandatory measures to reduce emissions of greenhouse gases (GHGs) from international shipping were adopted by Parties to MARPOL Annex VI represented in the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO), when it met for its 62nd session from 11 to 15 July 2011 at IMO Headquarters in London, representing the first ever mandatory global greenhouse gas reduction regime for an international industry sector.

The amendments to MARPOL Annex VI Regulations for the prevention of air pollution from ships, add a new chapter 4 to Annex VI on Regulations on energy efficiency for ships to make mandatory the Energy Efficiency Design Index (EEDI), for new ships, and the Ship Energy Efficiency Management Plan (SEEMP)

for all ships. Other amendments to Annex VI add new definitions and the requirements for survey and certification, including the format for the International Energy Efficiency Certificate.

The regulations apply to all ships of 400 gross tonnage and above and are expected to enter into force on 1 January 2013.

However, under regulation 19, the Administration may waive the requirement for new ships of 400 gross tonnage and above from complying with the EEDI requirements. This waiver may not be applied to ships above 400 gross tonnage for which the building contract is placed four years after the entry into force date of chapter 4; the keel of which is laid or which is at a similar stage of construction four years and six months after the entry into force; the delivery of which is after six years and six months after the entry into force; or in cases of the major conversion of a new or existing ship, four years after the entry into force date.

The EEDI is a non-prescriptive, performance-based mechanism that leaves the choice of technologies to use in a specific ship design to the industry. As long as the required energy-efficiency level is attained, ship designers and builders would be free to use the most cost-efficient solutions for the ship to comply with the regulations.

The SEEMP establishes a mechanism for operators to improve the energy efficiency of ships.

Promotion of technical co-operation

The new chapter includes a regulation on Promotion of technical co-operation and transfer of technology relating to the improvement of energy efficiency of ships, which requires Administrations, in co-operation with IMO and other international bodies, to promote and provide, as appropriate, support directly or through IMO to States, especially developing States, that request technical assistance.

It also requires the Administration of a Party to co-operate actively with other Parties, subject to its national laws, regulations and policies, to promote the development and transfer of technology and exchange of information to States, which request technical assistance, particularly developing States, in respect of the implementation of measures to fulfil the requirements of Chapter 4.

Work plan agreed

The MEPC agreed a work plan to continue the work on energy efficiency measures for ships, to include the development of the EEDI framework for ship types and sizes, and propulsion systems, not covered by the current EEDI requirements and the development of EEDI and SEEMP-related guidelines.

The MEPC agreed to the terms of reference for an intersessional working group on energy efficiency measures for ships, scheduled to take place in February/March 2012, tasked with:

- further improving, with a view to finalization at MEPC 63, draft Guidelines on the method of calculation of the EEDI for new ships; draft Guidelines for the development of a SEEMP; draft Guidelines on Survey and Certification of the EEDI; and draft interim Guidelines for determining minimum propulsion power and speed to enable safe manoeuvring in adverse weather conditions;
- considering the development of EEDI frameworks for other ship types and propulsion systems not covered by the draft Guidelines on the method of calculation of the EEDI for new ships;

- identifying the necessity of other guidelines or supporting documents for technical and operational measures;
- considering the EEDI reduction rates for larger tankers and bulk carriers; and
- considering the improvement of the guidelines on the Ship Energy Efficiency Operational Indicator (EEOI) (MEPC.1/Circ.684).

Secretary-General Efthimios E. Mitropoulos satisfaction

Commenting at the close of the session, on the outcome of MEPC, IMO Secretary-General Efthimios E. Mitropoulos expressed satisfaction at the many and various significant achievements with which the session should be credited.

"Although not by consensus - which of course would be the ideal outcome - the Committee has now adopted amendments to MARPOL Annex VI introducing mandatory technical and operational measures for the energy efficiency of ships. Let us hope that the work to follow on these issues will enable all Members to join in, so that the service to the environment the measures aim at will be complete," he said.

Energy efficiency measures adopted

Mandatory measures to reduce emissions of greenhouse gases (GHGs) from international shipping were adopted by Parties to MARPOL Annex VI represented in the MEPC (see press briefing 42/2011). The MEPC agreed to the terms of reference for an intersessional working group on energy efficiency measures for ships, scheduled to take place in February/March 2012, tasked with:

United States Caribbean Emission Control Area adopted

Following approval at its last session, the MEPC adopted MARPOL amendments to designate certain waters adjacent to the coasts of Puerto Rico (United States) and the Virgin Islands (United States) as an ECA for the control of emissions of nitrogen oxides (NOX), sulphur oxides (SOX), and particulate matter under MARPOL Annex VI Regulations for the prevention of air pollution from ships. Another amendment will make old steamships exempt from the requirements on sulphur relating to both the North American and United States Caribbean Sea ECAs. The MARPOL amendments are expected to enter into force on 1 January 2013, with the new ECA taking effect 12 months later.

Currently, there are two designated ECAs in force under Annex VI, the Baltic Sea area and the North Sea area, while a third, the North American ECA, which was adopted in March 2010 with entry into force in August 2011, will take effect in August 2012.

Other Annex VI issues

The MEPC adopted Guidelines for reception facilities under MARPOL Annex VI and Guidelines addressing additional aspects to the NOx Technical Code 2008 with regard to particular requirements related to marine diesel engines fitted with selective catalytic reduction (SCR) systems.

The MEPC approved, for future adoption, draft amendments to the NOx Technical Code 2008, relating to engines not pre-certified on a test bed and to NOx-reducing devices. It also agreed terms of reference for the review of the status of technological developments to implement the Tier III NOx emission standard.

Black carbon measures to be further considered

The MEPC agreed a work plan on addressing the impact in the Arctic of black carbon emissions from ships and instructed the Sub-Committee on Bulk Liquids and Gases (BLG) to: develop a definition for black carbon emissions from international shipping; consider measurement methods for black carbon and identify the most appropriate method for measuring black carbon emissions from international shipping; investigate appropriate control measures to reduce the impacts of black carbon emissions from international shipping in the Arctic; and submit a final report to MEPC 65 (in 2014).

Black carbon is a strongly light-absorbing carbonaceous aerosol produced by incomplete combustion of fuel oil and is considered a constituent of primary particulate matter, as distinguished from secondary particulate matter pollutants formed in the atmosphere from sulphur dioxide emissions. In addition to harmful human health effects associated with exposure to particulate matter, Black carbon has effects on climate change. When deposited on snow and ice in the Arctic and lower latitudes, it darkens light surfaces and absorbs energy, causing snow and ice to melt.

Annex IV (Sewage) Baltic Special Area adopted

The MEPC adopted amendments to MARPOL Annex IV Prevention of pollution by sewage from ships to include the possibility of establishing "Special Areas" for the prevention of such pollution from passenger ships and to designate the Baltic Sea as a Special Area under this Annex. The amendments are expected to enter into force on 1 January 2013.

Revised Annex V (garbage) adopted

The MEPC adopted the revised MARPOL Annex V Regulations for the prevention of pollution by garbage from ships, which has been developed following a comprehensive review to bring the Annex up to date. The amendments are expected to enter into force on 1 January 2013.

The main changes include the updating of definitions; the inclusion of a new requirement specifying that discharge of all garbage into the sea is prohibited, except as expressly provided otherwise (the discharges permitted in certain circumstances include food wastes, cargo residues and water used for washing deck and external surfaces containing cleaning agents or additives which are not harmful to the marine environment); expansion of the requirements for placards and garbage management plans to fixed and floating platforms engaged in exploration and exploitation of the sea-bed; and the addition of discharge requirements covering animal carcasses.

PSSA for Strait of Bonifacio designated

The MEPC agreed to designate the Strait of Bonifacio as a Particularly Sensitive Sea Area (PSSA), following its approval in principle at the last session, and consideration of associated protective measures by the Sub-Committee on Safety of Navigation (NAV) in June 2011.

The MEPC also agreed, in principle, to designate the Saba Bank in the Caribbean Sea as a PSSA, noting that the Netherlands would submit detailed proposals for associated protective measures to the NAV Sub-Committee, which would provide recommendations to the Committee with a view to final designation of the PSSA at MEPC 64 in October 2012.

Biofouling guidelines adopted

The MEPC adopted the first set of international recommendations to address biofouling of ships, to minimize

the transfer of aquatic species. The Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species will address the risks of introduction of invasive aquatic species through the adherence of sealife, such as algae and molluscs, to ships' hulls.

Research indicates that biofouling is a significant mechanism for species transfer by vessels. A single fertile fouling organism has the potential to release many thousands of eggs, spores or larvae into the water with the capacity to found new populations of invasive species such as crabs, fish, sea stars, molluscs and plankton. Minimizing biofouling will significantly reduce the risk of transfer.

Guidelines on recycling of ships adopted

The MEPC adopted the 2011 Guidelines for the development of the Ship Recycling Plan as well as updated Guidelines for the development of the Inventory of Hazardous Materials, which are intended to assist in the implementation of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, adopted in May 2009.

The Committee encouraged Governments to ratify the Convention, which has been signed, subject to ratification, by five countries, and to review the programme of technical assistance aimed at supporting its early implementation.

Ballast water management systems approved

The MEPC granted final approval to two and basic approval to seven ballast water management systems that make use of active substances, following the recommendations of the fifteenth, sixteenth and seventeenth meetings of the Joint Group of Experts on the Scientific Aspects of Marine Environment Protection (GESAMP) Ballast Water Working Group, which met in December 2010, February/March and May 2011, respectively.

The MEPC also adopted the Procedure for approving other methods of ballast water management in accordance with regulation B-3.7 of the Ballast Water Management Convention, which will open the door for new methods and concepts to prevent risks arising from the transfer of invasive species, provided that such methods will ensure at least the same level of protection of the environment as set out in the Convention and are approved in principle by the MEPC.

Guidance on scaling of ballast water management systems was also approved.

The MEPC reiterated the need for countries to ratify the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, to achieve its entry into force at the earliest opportunity. To date, 28 States, with an aggregate merchant shipping tonnage of 26.37 per cent of the world total, have ratified the Convention. The Convention will enter into force twelve months after the date on which not fewer than 30 States, the combined merchant fleets of which constitute not less than 35 percent of the gross tonnage of the world's merchant shipping, have become Parties to it.

Guidelines for the carriage of blends of petroleum oil and bio-fuels approved

The MEPC approved Guidelines for the carriage of blends of petroleum oil and bio-fuels, which set out carriage and discharge requirements for bio-fuel blends containing 75% or more of petroleum oil (they are subject to Annex I of MARPOL); bio-fuel blends containing more than 1% but less than 75% of petroleum oil (subject to Annex II of MARPOL); and bio-fuel

blends containing 1% or less petroleum oil (also subject to Annex II of MARPOL).

FSA environmental risk evaluation criteria endorsed

The MEPC endorsed environmental risk evaluation criteria, for inclusion in the Guidelines for Formal Safety Assessment (FSA) for use in the IMO rule-making process, subject to approval by the Maritime Safety Committee (MSC).

Implementation of the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC Convention), 1990, and the Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol)

The MEPC also discussed the report of the OPRC HNS Technical Group, which met for its twelfth meeting the week prior to the MEPC session to progress several matters, including the development of guidelines and manuals, on marine pollution preparedness and response.

Maritime Safety Committee Releases New Interim Guidance:

Gray Page, a maritime intelligence, investigation and crisis management company, advised that the IMO's Maritime Safety Committee's (MSC) recently-approved interim guidance on the employment of privately-contracted armed security personnel (PCASP) to combat piracy underlines the requirement for independent vetting of private armed maritime security providers (AMSP).

The MSC guidance, issued in May, incorporates recommendations for flag States confirming that it is the responsibility of individual flag States to ordain the carriage of security personnel and their firearms onboard ships sailing under their flags. Further interim guidance for shipowners, ship operators and shipmasters, seeks to address the difficulties faced in selecting an appropriate provider of armed security services. James Wilkes, managing director, Gray Page, commented: "The IMO should be commended for setting these guidelines focused, as they are, on ensuring that the provision on board of armed maritime security teams is managed safely and lawfully."

"For a shipowner, employing the services of an armed maritime security provider is an exceptionally serious proposition, as the logical consequence of putting men with arms on board a ship is, fundamentally, to sanction the potential use of lethal force to defend the crew and vessel (albeit in extreme and proscribed circumstances). Any decision of such importance should be supported by comprehensive and objective due diligence."

Gray Page has launched an 'Armed Maritime Security Provider' Vetting Program to provide shipowners with a reliable and independent means of vetting prospective providers of armed maritime security services. The program helps shipowners evaluate prospective providers against professional, legal and ethics-based criteria encompassing corporate probity, financial substance, regulatory and legislative compliance, commercial experience, contractual integrity, operational and logistical capability, weapons licensing and accountability, and the selection, recruitment and training of security personnel.

Wilkes added: "There will likely come a point in time when the diligence that a shipowner took in their evaluation and selection of a chosen armed maritime security provider will, itself, be scrutinized. In that event, the shipowner will probably be required to demonstrate that an appropriate due diligence

process was followed, adhering to the IMO guidance as a minimum."

About one in ten vessels off the Somali coast already carry armed guards. The IMO claims there were 489 reports of piracy and armed robbery against ships in 2010 - up more than 20% on 2009. So far this year, more than 200 cases have been reported.

Essar Ports, part of the Essar Group, diversify into container handling operations:

Essar Ports Limited, one of India's largest port and terminal operators commenced container operations recently setting the stage for a significant foray into this rapidly growing competitive segment. Having a mega presence in owning, developing and operating ports and terminals in India, it has cashed in on the captive containerized cargo for making an initial beginning in container handling now underway at its port in Hazira.

The company's ports at Vadinar, Hazira and Salaya are strategically located on the western coast of India in the state of Gujarat to service the growing demand from the land-locked northern, north-western and central regions of India and are well connected to the state highways and the railway network. Its terminals at Paradip port are located on the eastern coast of the state of Orissa servicing mineral and metal-rich eastern India and are well positioned to service cargo for the steel and power industries.

"At Hazira, which is an all-weather, deep draft dry bulk port, we have started handling containers for our own requirements," said K. K. Sinha, CEO & Director, Essar Ports. "Here we have achieved a capacity of 30-MMTPA handling iron ore, coal, limestone, break-bulk and project cargo. We can enhance our container handling capacity by pruning the bulk cargo to suit our requirements. At the moment we have captive containerized cargo. We have sought the approval from the Gujarat Maritime Board for diversifying our operations to deal with third party containerized cargo and enhance the capacity, which initially will be 250,000 TEU and subsequently enhanced as we go along."

Mr Sinha pointed out that Essar Ports provides port and terminal services for liquid, dry bulk, break bulk and general cargo, with an existing aggregate capacity of 88 MMTPA across two facilities located at Vadinar and Hazira in the state of Gujarat on the west coast of India. The company is in the process of increasing its aggregate ports capacity to 158 MMTPA with expansion projects underway at Vadinar and Hazira, and commissioning a new port at Salaya in Gujarat and two terminals at Paradip in the state of Orissa on the east coast of India.

"We are awaiting approval from the Ministry of Forest and Environment for setting up the 14-million tonnes deep draft Paradip Coal Terminal," Mr Sinha asserted. "It is a part of an agreement with the Paradip Port Trust to execute a build-operate-transfer project, with rights to operate the berth for 30 years. It involves an investment of \$ 136.4 million. At Paradip, we are also undertaking the mechanization of the CQ 3 berth as part of a 10-year license agreement with the Paradip Port Trust, to handle multipurpose cargo including export of iron ore and pellets. We are looking at taking on third party cargo at our terminal at Paradip. Both the terminals will be operated by us. At the new port in Salaya, we are developing a coal terminal which will have a conveyor system for the power plant to be run by us. The 1200 MW power plant being set up will

be completed by 2013.

Essar Ports, which is India's second-largest private sector port and terminal company, possess coal mines in Indonesia and iron ore mines in Mozambique. The company is presently in search of more coal and iron ore mines for stepping up its exports as well as meet the requirements of its steel and power plants.

Uncertain guidelines in a shadowy world:

The recent release of four employees of Protection Vessels International, after nearly six months' detention in Eritrea, together with the imprisonment of six persons - American, Kenyan and British citizens - in Somalia, convicted of illegally bringing ransom money into the country, shows the risks that are run by those offering anti-piracy services.

These risks are merely the latest problem for companies and individuals engaged by ship operators in providing (1) armed security guards, and (2) facilitation and intermediaries in making ransom payments, among other things.

The Eritrean incident seems to have begun in December, when the SEA SCORPION, a ship used as a floating accommodations for security guards, had an engine room fire, resulting in an unplanned call at the port of Massawa. Everything went downhill from there.

Meanwhile, in another part of the forest, the UK Department for Transport has announced that it is considering amendments to existing rules, that would allow armed security guards aboard UK-flagged ships.

What form these amendments would take is unclear. In the meantime, Cyprus has announced that security firms will be permitted to protect Cyprus-flagged ships, but that these service providers will be "vetted by the Cyprus Maritime Administration".

In addition, the president of the Cyprus Union of Shipowners has stated that "guards will not be allowed to fire first".

It's clear that the entire situation regarding security guards remains indefinite, to say the least.

An international convention on the suppression of piracy would be a big help in clearing the air, and giving some protection to security teams and others working to free the seafarers that have been taken hostage.

West African pirates strike: A gang of three pirates are said to have clambered on board the tanker in the early hours of Sunday morning 23 nautical miles south of Cotonou.

"Everything is being done to trace the pirates as quickly as possible," Maxime Ahoyo, commander of Benin's navy reported to a BBC correspondence based at Cotonou.

Italy's foreign ministry said its crisis unit was in touch with the Naples-based shipowner and following the situation closely.

Few details about the attack have emerged to date and it is not yet clear whether the tanker had armed guards on board.

The incident comes only a couple of weeks after West African pirates grabbed a products tanker controlled by an affiliate of Peter Georgiopoulos' Aegean Marine

Pirates hijacked the 11,500-dwt Aegean Star (built 1980) 12 miles off Benin. The master regained control three days later.

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Shri R Venkatakrisnan, M.Com; MCA; MBA.,
"Marine Waves" International Maritime Newsletter, M107-5, Prefab Apts., 29th Cross Street, Besant Nagar, Chennai-600090. India.

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Mr. Venkatakrisnan, M.Com., MCA, MBA, Associate Editor, General Manager and Managing Trustee – Marine Waves Trust.

E-mail: rvkm41@hotmail.com

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Ph : +91-44-42018982

OVERSEAS ASSOCIATE – E.U. COUNTRIES

Dr. Swarna Prasad, M.Sc., PhD.,
No. 3, Bullar Street, Southampton, England, UK

E-mail: seafarersman@indiatimes.com
seafarersman@hotmail.com

Website: www.themarinewaves.com

REPRESENTATIVE – SOUTHERN INDIA

Er M.R. SUDHAHAR, Chief Engineer & Consultant,
Door No. 21-3B/12, Pasuvanathanai Road,
East 3rd Street, Kovilpatti - 628501, Tamilnadu

Pirates attack in Aden: Pirates have attacked an Ethiopian cargo-ship in the Gulf of Aden.

It is learned that a gang fired rocket propelled grenades at the 15,000-dwt Andinet (built 1985) as it made its way through the Internationally Recommended Transit Corridor (IRTC) today.

Sources say one of the grenades struck the ship damaging a crane on the deck, but there are no injuries reported to the crew.

The Ethiopian Shipping Line's vessel managed to evade the attack and is now continuing its journey to India.

It is not clear if there was a security team on the ship at the time the pirates struck.

It is the third attack on a merchant vessel in as many days, following hits on a Frontline suezmax and a Greek general cargo vessel.

Observers say pirates are showing an increase in activity once again with the monsoon season in the Indian Ocean forcing



them to operate further north where there is a heavy navy presence.

A naval team is understood to have tracked down the skiff used in the assault on the Andinet.

The men on board claimed to be smugglers rather than pirates having ejected their weapons and ladders.

Another ship stuck at Mumbai's Juhu beach: Mumbai: In the second such incident in six weeks, a huge ship on Sunday drifted to and ran aground at Juhu beach here, officials said.

The ship is oil tanker, laden with 10 tonnes of fuel oil and another 10 tonnes of gas oil, an defence official said.

The 21-year old ship, MT Pavit, flying a Panama flag, drifted here from Ras Al Madrasah in Oman following engine failure and flooding of its engine room, the officials said.

However, officials declined to comment whether the oil aboard the double-bottomed ship posed any environmental hazards to the Mumbai port and the coast. Incidentally, two days ago, the approximately 70 metres long ship had sent out a distress call to Britain's Maritime Rescue Coordination Committee (MRCC), following which Indian Coast Guard authorities had organised



a rescue operation.

An Indian ship, MT Jag Pushpa, was diverted to rescue the 13 crew on board the Pavit and they were taken to Sikka port in Gujarat. After the Coast Guard received intimation of the ship being grounded near Juhu beach, it sent out its vessel ICG Amrit Kaur and a helicopter to carry out preliminary assessment of the situation.

"The preliminary assessment has revealed that the vessel is grounded without any apparent damage," the official said. The ship's owners, who believed that the ship had sunk two days ago, have been informed that measures are in the process to mount salvage operations.

Last month, June 17, a condemned cargo ship, MV Wisdom, was similarly stuck at Juhu beach but was finally towed away July 2.

Meanwhile, thousands of Mumbaikars turned up at Juhu beach on Sunday evening to view the ship nestling in the waters off the popular and famous beach.

The Coast Guard and the Mumbai police have deployed personnel in the vicinity to prevent people from venturing too close to the grounded ship.

Wartsila to Design Graig Container Feeders: Wärtsilä has been contracted to supply the ship design for a series of new generation container feeders. The Cardiff-based Graig Group has ordered up to 26 MARLIN 2000 Blue design container feeders to be built at the major Jin Hai shipyard complex in China. The first two vessels are scheduled for delivery in August and September 2013, with subsequent vessels to be delivered in pairs every two-and-a-half months.

Wärtsilä Ship Design has developed the MARLIN series in close cooperation with Graig and the DNV classification society. The design offers cutting-edge features for container vessels. The MARLIN series was designed to deliver approximately 30 percent improved fuel efficiency per TEU carried, improved capacity and slow steaming potential, better loading flexibility for different container types, including a high reefer intake, and lower emissions when compared to vessels currently in service.

The MARLIN 2000 Blue design is intentionally targeted to the current needs of the high growth intra-Asia trade routes. However, Wärtsilä also plans to offer two other models: the larger, diesel-powered MARLIN 2500 Jade; and the MARLIN 2500 Green, aimed at the market for feeder vessels in Emission Control Areas.

Marine Safety Alert: Fuel Switching

Safety: A Marine Safety Alert was issued to increase awareness and reiterate general guidance on fuel systems and fuel switching safety in an effort to prevent propulsion losses. After a noted decrease, there has been a recent increase in the number of reported loss of propulsion incidents on deep draft vessels within the Eleventh Coast Guard District. Coast Guard studies and review of marine casualties indicate that lack of maintenance and testing of certain systems, including fuel oil systems, is one of the leading causes of propulsion failures. Advanced planning and careful fuel system management are critical to safely switching fuels. This is especially important if fuel switching is not routine practice. Proper procedures, training, and maintenance are essential for vessels to safely switch between heavy/intermediate fuel oils and marine distillates. Additionally, vessel operators need to have a good understanding of their system requirements and limitations, and determine if any modifications may be necessary to safely switch between intended fuels.

Managing Risk

Extensive analysis of propulsion losses has revealed certain trends among vessels operating on marine distillates. In order to manage risk and improve safety, vessel owners and operators should:

- Consult engine and boiler manufacturers for fuel switching guidance;
- Consult manufacturers to determine if system modifications or additional safeguards are necessary for intended fuels;
- Develop detailed fuel switching procedures;
- Establish a fuel system inspection and maintenance schedule;
- Ensure system pressure and temperature alarms, flow indicators, filter differential pressure transmitters, etc., are all operational;
- Ensure system seals, gaskets, flanges, fittings, brackets and supports are maintained and in serviceable condition;
- Ensure a detailed system diagram is available;
- Conduct initial and periodic crew training;
- Exercise tight control when possible over the quality of the fuel oils received;
- Complete fuel switching well offshore prior to entering restricted waters or traffic lanes; and
- Test main propulsion machinery, ahead and astern, while on marine distillates.

Additionally, the following guidance may assist vessel owners and operators in preventing propulsion losses when operating on marine distillates:

- Monitor for accelerated wear of engine/fuel system components and evaluate maintenance period intervals;
- Ensure fuel viscosity does not drop below engine manufacturer's specifications;
- Ensure proper heat management of fuel systems to maintain minimum viscosity values;
- Make appropriate fuel rack adjustments to account for potential fuel pressure differentials between residual fuel oils and marine distillates;

- Determine speed limitations for stopping the engine ahead and ordering an astern bell to ensure timely engine response; and

- Ensure start air supply is sufficient and fully charged prior to maneuvering.

This safety alert is provided for informational purposes only and does not relieve any domestic or international safety, operational or material requirement. Developed by the Prevention Division, United States Coast Guard District Eleven, Alameda, CA.

Maritime Crew: Changes for Seafarer ID Standards under ILO 185:

Since September 2001 (9/11), heightened border protection measures have resulted in the need for more secure travel documentation, such as biometric passports, secure national identification cards and the like. As the majority of all global trade is conducted by sea, the granting of shore leave is of vital importance to a merchant seaman's (crewmember's) welfare. Securing a crewmember's identity to facilitate granting of shore leave is beneficial for both the ship's crew and for migration authorities at all ports of call.

The United Nations' International Maritime Organization ("IMO") is responsible for the regulatory framework of maritime shipping. The International Labor Organization ("ILO") is also a United Nations agency that brings together representatives of governments, employers and workers to jointly shape policies and programs. The ILO is comprised of 183 countries (i.e., "ILO Member States"). The ILO's Conventions are responsible for creating and overseeing international labor standards, including those for merchant seamen.

The provisions in the ILO's 1958 Convention No. 108 (ILO C108 or "ILO 108") created an internationally-recognized identity document for crew traveling aboard seafaring vessels entering another country's designated seaport(s). The ILO and the maritime industry refer to this document as a Seafarer's Identity Document ("SID"), also commonly referred to as a "Seaman's Book". It is important to understand that the SID does not

replace a crewmember's passport (an international travel document), and cannot be used to enter another country if arriving by airline or via overland routes.

Another important feature of the SID ILO 108 is that the SID replaces the requirement for a crewmember to present an entry, work or transit visa for those countries that have ratified the ILO 108, provided that the crewmember (1) can evidence his/her employment on the ship that is arriving at an ILO-Member State destination, and (2) is arriving at a destination Member State's designated international seaport.

Under the current ILO 108 provisions, most ILO Member States will grant qualified crewmembers a "shore leave" of up to 30 consecutive days in a single stay without requiring a national entry or work visa. The period of visa-waiver is determined by each Member State's national immigration laws and is applied on a case-by-case basis for each crewmember. If a vessel is transiting through the national waters of an ILO-Member State, the country of transit may waive the need for crewmembers holding valid SIDs recognized by said country to obtain transit visas.

In June 2003, in response to post-9/11 requirements for international travel documents, new SID regulations were adopted with the passage of ILO C 185 (ILO 185) to conform

to current universal secure identification requirements. The new ILO 185 standards for SIDs are in the process of being ratified by ILO Member States.

The major requirements under the new ILO 185 regulations are as follows:

SIDs can only be issued by the crewmember's country of nationality or country of legal, permanent residence. (Currently, under ILO 108, SIDs can be issued by the crewmember's country of nationality, country of the flag vessel, or by the country of the crewmember's employer);

SIDs must be machine readable cards that contain the required biometric information of the crewmember, similar to that of a new biometric passport. (Currently, under ILO 108, most crewmembers hold SID "Seaman's Books," containing only records of the holders' career certification and experience);

Each Member State must implement minimum ILO requirements and recommended procedures for issuance of SIDs, and ensure crewmembers observe compliance with both ILO requirements and the host country's laws and regulations;

The SID does not replace a crewmember's passport, but it can be used as the crewmember's primary international identification document provided the crewmember remains on board the vessel during the entire time the ship remains in the host country's national waters;

Prior to certain crewmembers entering a particular destination country's national waters, entry, work and transit visas may be required by a destination country for the following:

- crewmembers who are visa nationals under the transiting countries' and/or host destination country's national immigration laws;
- crewmembers who do not carry SIDs issued by the seafarer's country of nationality or legal permanent residence; or,
- a crewmember possessing an SID issued by a country not recognized by the destination country;

Under the new ILO 185 regulations, the maritime authorities in each country will be responsible for issuing new SID cards. Once a Member State ratifies the new ILO 185 standards, all SIDs issued in accordance with the ILO 108 will become invalid and new SID cards are to be issued by the seaman's country of nationality or legal permanent residence. The cards are expected to replace the ILO 108 versions and are intended to reduce destination country entry visa requirements.

As many ILO Member States are finding it expensive to produce biometric identity documents and install new machine-readable equipment at multiple ports of entry, at this time only 14 out of the 183 Member States have ratified the new ILO 185 regulations. In addition, some ILO Member States that have entry restrictions for certain nationalities in their countries are unable to ratify the new ILO 185 standards without first changing their national immigration laws to be in accordance with the requirements stated in Article 6^o of the ILO 185.

Obviously, the ILO 185 must attract considerably more ratifications if the new SIDs security requirements and protocols are to be universally accepted.

Maritime companies and independent vessels should be mindful that ILO 108 has only been ratified by 61 Member States which represents approximately 60.7% of the world fleet.

Crewmembers who do not carry a valid SID issued by a ratifying

Member State may be subject to the visa/entry requirements of the destination country (e.g., a U.S. national seaman entering a Brazilian port without a qualified Seaman's Book will be required to obtain a Brazilian work visa in his or her passport prior to entering Brazilian national waters.)

In conclusion, failure by a vessel's owners to ensure all on-board seamen possess the appropriate entry documentation prior to arriving in port may result in civil penalties imposed by the destination country's migration authorities. Therefore, it is recommended to verify that each seaman holds the positive and verifiable identification required for each destination country.

Duck! The light in the tunnel is just the muzzle flash: There is very little to look forward to as 2011 shapes up to be a dismal year for the transport business.

After peaking in the first quarter, world trade has been on a downward trend ever since. Rising commodity prices are making everything more expensive, retailers are cautious with stocking shelves and inventories are suffering.

The disruption caused by the Japanese earthquake and tsunami to the global supply chain impacted Asia with its closely interwoven supply networks.

We always try to see the silver lining on even the darkest of clouds, but as the year heads into its second half there is little to be positive about. The global financial crisis may have passed, but it has exposed gaping holes in the financial system that is threatening to engulf the major economies that tie world trade together.

Generally, the US and Europe have driven market demand for made in Asia goods. That demand has seen China become the world's factory, it has seen Vietnam regularly posting some of the highest annual GDP figures, and pushed economic development across Southeast Asia.

Yet the US debt ceiling has been reached and the greatest economy on the globe could be forced to default, a disastrous prospect that will devastate the debt-racked nation. It is worrying to see that politics and winning the election next year seems to be the priority for Republicans and Democrats rather than preventing the devastation of global markets.

Across the Atlantic in the European Union, things are not looking so good either. Greece is still in deep trouble, as are Ireland and Portugal, and now Spain and Italy are wobbling. The Eurozone is in the excrement.

The export-dominated economies of Asia are facing a slowdown in orders and a disappearance of the traditional peak season. Although the inventory overhang will not be as sharp as in 2008 when orders ceased, stock levels are being drawn down and new product launches are being scrapped or delayed.

To a certain extent China's rising domestic demand has cushioned the impact of slowing exports while improving the trade deficit, but the mainland is not yet able to offset falling exports with growing imports. And anyway, a large chunk of China's imports are raw materials that go towards producing goods for export.

Most research reports from the banks try to conclude even the most pessimistic outlook on a reasonably positive note so they don't scare the living daylight out of investors. That's the case with an HSBC take on things that reckons the economic gravity is shifting to developing nations, and that by 2050, the collective size of the current "emerging economies" will be greater than

the developed world.

Interesting stuff, but we are more concerned with the more immediate future. And to our admittedly not as educated view of global trade as the bank's economists, the short-term future looks very bleak indeed.

In fact, the only light at the end of the tunnel we are looking down is the muzzle flash, to continue the depressing theme. And there's no time to duck.

Transport and logistics providers will have a tough year and 2012 is not looking any better. Some may expand their market share, but it will be a business fraught with low freight rates, high operating costs, poor margins and little profitability.

Maybe integrators will do well, they always do, and some forwarders, but down in the ocean shipping world it will not be pretty.

In hindsight it appears we were naive to regard the last quarter-first quarter surge in business as an indication that the world had recovered. The worst global financial crisis in history will not be overcome so easily.

SCI takes delivery of Supermax bulker: Expansion program of Shipping Corporation of India continues with one more acquisition of Supermax Bulk carrier: The state owned Shipping Corporation of India Ltd. (SCI), country's largest shipping company, took delivery of the first of the two Supramax bulk carriers they had contracted for following competitive global tendering process. SCI had selected the vessels of Grand Yard Investments based on the technical suitability and commercial competitiveness.

The contract for the acquisition of these two vessels on resale basis was signed in April this year. Originally contracted by M/s Grand Yard Investment Pvt. Ltd., China they were under construction at M/s Guoyu Shipyard, China. The second vessel is scheduled to be delivered to SCI by July end.

In an endeavor to fast track their expansion program SCI had embarked on the acquisition of resale vessels since two years ago. So far SCI has acquired 3 resale vessels. The first being a MR Product tanker m. t. Swarna Mala acquired in 2010 and two Supramax bulk carriers ordered in April 2011, of which the first vessel has now been delivered yesterday to SCI.

The latest acquisition, m. v. Vishva Vijeta, has a gross tonnage of 33,032 tonnes and deadweight of 56,638 tonnes. The vessel has been classed with BV and IRS and has been built to comply with the latest and most stringent international regulations. This will be the first vessel in SCI fleet to be equipped with camless electronic Main Engine.

India has been on a fast track growth trajectory and industrial and infrastructural development plays a major role to sustain this growth. Strengthening its bulk carrier fleet would definitely help SCI contribute to this growth as well as increase its presence in the bulk carrier segment. The prevailing downturn in the shipbuilding market is throwing up opportunities for acquiring tonnage at attractive prices and SCI is geared to take advantage of such opportunities.

With addition of this vessel, SCI's fleet strength has increased to 79 vessels. The latest acquisition is in line with SCI's strategy of maintaining a modern and young fleet of vessels. The Company has 30 vessels on order at present and 12 of these are scheduled for delivery by the end of 2011.

The 30 vessels on order are under construction as follows:

Four Anchor Handling, Towing & Supply Vessels (AHTSV's) are under construction at the Bharathi Shipyard Ltd., India. Six Handymax Bulk Carriers, four Panamax Bulk Carriers and three Cellular Container vessels are being built at the STX (Dalian) Shipbuilding Co. Ltd., China. Four more AHTSVs, as well as two Platform Supply Vessels (PSV's) are being built at the Cochin Shipyard India Ltd in South India. SCI has placed an order for four Kamsarmax Bulk Carriers being built at the Jiangsu Eastern Heavy Industries. Co. Ltd., China, and for two Very Large Crude Oil Carriers (VLCCs) being constructed at the Jiangsu Rongsheng Heavy Industries. Co. Ltd., China. Further a Supramax Bulk Carriers is being built for SCI at the Guoyu Shipyard China.

Kakinada port set to add vibrancy to India's East coast: Kakinada port rapidly raising capacity:

Keeping pace with the rising cargo throughput, Kakinada Seaport Limited (KSL) is set on adding capacity to the deep water port with several projects in various stages of completion. All set to bring vibrancy to the East coast of India, the privately operated port situated between Visakhapatnam and Chennai ports in South East India, has several advantages in its favor. A natural breakwater, a draft of 14 meters, proximity of the Krishna-Godavari offshore oil field, good connectivity, massive back-up area and a fast growing industrial base in its neighborhood. At the moment it has put three projects valued at \$ 87 million on the fast track. This includes the construction of the fifth berth set to be commissioned in a month's time on August 15th. Its coal handling facility is being mechanized and will be ready by the middle of next year. The third is the reclamation of 110 acres for the back-up area slated to be made available for use before the end of next year. "Another \$ 135 million worth projects are in the pipeline," says Y S Prasad, CEO of KSL. "These include two additional berths of 600 meters scheduled to get completed by end of 2012. A gantry crane for handling granite blocks is being installed and is expected to be made operational by the second quarter of 2012. The mechanization of fertilizer handling will get completed by 2013 and setting up of container handling facility will be taken up soon. Simultaneously, KSL is concentrating on enhancing connectivity. The existing railway line connecting the rail head is being doubled up."

Kakinada port's rise to prominence is the result of various factors Mr. Prasad explains. The port has turned out to be a convenient shore supply support base for the offshore Krishna - Godavari Basin exploration where India's biggest natural gas reserves are based. KSL today provides critical support services for offshore supply vessels of companies including ONGC, Reliance, GSPC, Transocean, Cairn and Hercules. On an average the port attends to 1300 offshore calls each year. The port is well positioned to handle a wide cargo spectrum at its two liquid cargo berths, three dry cargo berths, two multipurpose cargo berths and five OSV berths. The bulk cargo passing through the port includes iron ore, coal, fertilizer, granite blocks, rock phosphate, betonies, sugar, project cargo, feldspar, steel, ball clay, dolomite, wood pulp etc. whereas liquid cargo comprises of diesel, edible oil, methanol, naphtha, ammonia, sulphuric acid, phos. acids, molasses and MS spirit. "Kakinada Deep Water Port is a customer friendly Port," says Mr Prasad. "It is able to meet the challenges in the field by offering tailor made solutions to suit the customers' requirements. The policy frame work is flexible and it is never rigid. Depending on situation the policy frame work is modified to maintain a consistent customer friendly atmosphere in the field.

KSL has been offering standalone single window services for offshore industries since 2000. Besides it provides round the clock berthing/un-berthing at short notice. The port also has five dedicated berths with four 40 ton capacity fixed cargo cranes. Our secure & spacious warehouses and yards make it possible to store offshore equipment."

KSL had formed a joint venture with Sembawang Shipyard Ltd., of Singapore known as Sembmarine Kakinada Ltd. Established to operate a marine and offshore facility it caters to offshore drilling units and merchant vessels trading and operating in Indian waters. It has already taken up repair of ABAN 2 Rigahead of schedule which is a record in Indian environment.

SKL will initially provide riser/equipment repairs, afloat repairs and modules fabrication. Involving an investment of \$ 556 million, SKL is set to become a one-stop integrated offshore service facility within three to five years. It will offer repairs, servicing and new-building of offshore vessels and ships, riser/equipment repairs and modules fabrication.

Stealth warships: In combat, surprise is a major advantage. If you are not seen, then it is difficult for the enemy to attack you or to defend against you. In modern combat, large weapons systems are detected primarily by electronic means (with radar and other sensors). Stealth aircraft have been used operationally for a number of years now, starting with the F-117 Nighthawk and the B-2 Spirit. Only in recent years, though, has stealth technology been used in warships. Many of these ships are constructed with carbon fiber-reinforced plastic materials to absorb radar signals. They are also designed with more curves in the hull and superstructure, as well as avoidance of right angles, to reduce radar reflection. Other technologies are employed to reduce wake, acoustic, and thermal signals. One of the first stealth ships was the Sea Shadow (IX-529). It was an experimental US Navy craft, never intended for operational use. It began secret trials in 1985 and was eventually made public in 1993. The Sea Shadow was decommissioned in 2006 and is now being scheduled for dismantling. True warships incorporating stealth technology are now being built by a number of navies around the world. The US Navy Zumwalt-class destroyer is under initial construction. Meanwhile, a number of foreign corvettes, frigates, and patrol boats are operational. One of the first warships to make extensive use of stealth technology is the Swedish corvette HMS Visby(K31). It was launched in 2000, but did not become operational until 2009. The hull has a PVC core with a carbon fiber and vinyl laminate. This material, in addition to absorbing some of the radar signal, also provides good heat insulation, reducing the ship's thermal signal. The extreme angular design reduces the ship's radar cross section. Even the Visby's 57-mm gun barrel can be withdrawn into the turret. Four sister-ships have been launched, two of which are now operational. Use of stealth technology in warships is increasing rapidly. Few new combatants will be designed without some stealth capability.

Unlucky 2013 looms with lay-ups the only option: Container shipping faces an incredible over supply of capacity that will reach record levels in two years.

We have been over this subject so often, but it remains the greatest obstacle between container shipping lines and their profitability, so here goes again.

Market intelligence outfit Alphaliner reckons deliveries will reach

1.73 million TEUs in 2013, continuing on from the 1.44 million TEU capacity in 2012 and 1.34 million TEUs this year.

As a startled Zulu would say: "Aibo!"

The impressive profitability in the second half of 2010, coming so soon after the financial meltdown put the brakes on trade, has had the unfortunate effect of magnifying the fall in earnings this year.

And there is no peak season to look forward to, either, just more and more capacity floating into service. Many of the vessels will be giant 13,000 TEU rate eroding, yield destroyers, floating around the major trades displacing smaller vessels and struggling to increase utilisation.

Rates restorations have been postponed - they are hardly likely to be accepted in this market, anyway - and any line planning a peak season surcharge on Asia-Europe or the transpacific is living in Harry Potter land.

Alphaliner reckons the problem is that the carriers were too aggressive in re-activating idle capacity. To be fair, trade rebounded so fast that the lines had to make ships available asap, and even then a lot of cargo ended up being rolled at some of the busier hub ports.

But the reactivations came at the same time that carriers reactivated orders that had been put on hold at the shipbuilding yards, much of that comprising vessels of over 10,000 TEUs.

Also, a shortage of ships in the 3,000 TEU mark saw extra slow steaming easing off, says Alphaliner. This immediately made more vessels available that would have been tied up in the slow moving strings.

So with no peak season expected and too many large ships hitting the water, the only option left for embattled line executives is to settle back into their genuine leather chairs, plug the last of the Chivas Regal and send ships to lay-up with no dinner.

With over supply of vessels and demand predicted to remain sluggish, what other options are available?

West Africa-Changes in War Risks Listed

Areas: Brokers RFIB have reported in their Grapevine e-letter that following an earlier advice, which reported on the increase in piracy attacks off the west coast of Africa, the London market's Joint War Committee has agreed the following changes to the Listed Areas:-

Added : Benin

Added : Gulf of Guinea, but only the waters of the Beninese and Nigerian Exclusive Economic Zones north of Latitude 3 degrees North

Amended : Nigeria Previously, the listed area for Nigeria was defined as "Nigeria, including all Nigerian offshore installations".

It is for individual insurers to issue their own notices of cancellation to give effect to these changes but these can be expected over the next few days.

There are now 21 countries (in part or in whole) which are included in the Listed Areas as well as the large area in the Indian Ocean/Arabian Sea/Gulf of Aden/Gulf of Oman/southern Red Sea, which is blighted by piracy.

Marine Notice No. 21 of 2011

No. SS/Misc(23)/2007 Date : 20.07.2011

Subject: Notice to Shipowners and Ship Operators on extension of dry-docking and mandatory/statutory surveys of Indian Ships.

The Directorate had issued guidelines for extension of surveys vide MS Notice No 4 of 2008 and MS Notice No 30 of 2009. Directorate had made it clear vide the aforementioned circulars that requests for survey extension will be considered only in case of exigencies and for reasons beyond the control of owners. However, the Directorate has been receiving number of requests from the ship owners for the extension of docking and other mandatory safety surveys in a routine manner and without proper justification. It is also noted that some of these applications are ineligible for consideration, and processing of these cases and related correspondence take away considerable time and resources of the Directorate. Considering that

- (i) the timely completion of mandatory surveys is essential for the safety of the ship,
- (ii) requests for extension of surveys due to commercial or unjustified reasons are to be discouraged / eliminated, and
- (iii) scarce resources of the Directorate need to be used for more productive purposes, the Director General of Shipping has decided that the following procedure will be followed henceforth for all applications for extension of statutory surveys:
 - (1) The application for extension of surveys or docking, need to be submitted by the company/owners, and signed by the top management/Designated Person (DPA).
 - (2) The company should strictly adhere to the conditions stipulated in the MS Notice no. 30 of 2009 before making any request for postponement of surveys/docking.
 - (3) Any request for postponement of surveys/docking, should be submitted sufficiently in advance, for processing the case.
 - (4) A non-refundable processing fee, as per the scale below, is to be paid alongwith each letter/application related to the postponement of surveys/docking, by way of Crossed Demand Draft in favour of Director General of Shipping, Mumbai. The fee is only for processing the application and do not entitle or guarantee the extension of surveys/docking being sought by the company. Vessels upto 500 GT - (A) Processing fee for each application for extension of surveys/docking (including surveys outside window period) for periods upto one month: 25,000/- Vessels above 500 GT - 25,000+ 10,000 for every additional 500GT or part thereof, subject to a maximum of 1lakh. Twice the fees under (A) above. subject to a maximum of (B) Processing fee for each application for periods beyond (A) above OR for subsequent extensions, 2 lakhs.

This procedure comes into effect from the date of issue of this MS Notice.

(sd/-)

(Aji Vasudevan)

Dy. Chief Ship Surveyor-cum
Sr. Dy. Director General (Tech.)

Shipowners' P&I Restructures its London Operation:

As part of its on-going drive to increase both customer focus and operational efficiency, the Shipowners' Club, which specialises in the provision of P&I insurance cover for small and specialist vessels worldwide, has restructured the key departmental functions at its London branch. The claims and underwriting teams will now be organised according to three distinct areas of responsibility, called syndicates. Within each syndicate underwriters and claims handlers will work alongside each other, bringing a greater degree of synergy to the Club's service delivery to Members. One syndicate will handle European business; another will manage the "rest of the world" accounts, which fall within the London branch's realm of responsibility [the Club's other two branches in Singapore and Vancouver are responsible for the Asia-Pacific and the Americas regions respectively] and a third syndicate will focus on the offshore sector. The latter is an area already prominent in the Club's portfolio and within which Shipowners plans to develop its service offering further.

In announcing the changes Shipowners' CEO, Charles Hume, said, "We believe that the Club's new operational approach will provide Members and their brokers with a rounded overall service, more attuned to their needs and will help to develop customers' relations with a broader range of the Club's staff, putting a larger degree of their skills at the Members' disposal."

The London branch's loss prevention team will sit alongside the syndicates and continue to assist Members in minimising their exposure to risk. The syndicate concept is one that the Club's managers believe will ensure that service levels are enhanced and in every case will confirm with Members and their brokers that they are comfortable with the arrangements going forward.

The re-organisation at the London branch of the Club forms part of a continuing programme to re-energise customer relations, stabilise existing business and engender growth through closer links with all its customers, Members and brokers alike. This growth will be underpinned by a systematic, focussed development of simplified insurance products; this process of simplification is in specific response to customer demands.

Announcements by Shipowners covering expansion at its Singapore branch, the details of its new offshore syndicate in London and the terms of a number of simplified forms of cover aimed at specialised small vessel sectors will be made over the coming months.

In addressing potential concerns of Members over the consequences of the changes, Hume concluded, "Inevitably there will be some re-allocation of responsibilities and as such it is possible that an individual underwriter or claims handler, who previously looked after a particular Member's affairs, may change. We plan to limit this disruption as we recognise the importance of existing relationships. Such potential changes will be discussed individually with Members."

A new fillip for river and barge commerce:

Putting containers on barges has been given new attention following a talk by Washington DC consultant Paul Pollinger. He told a recent meeting of the Transportation Research Board that this form of river commerce could reach \$500 million a year.

The caveat is that federal funding is needed (a phrase that at the moment is causing almost physical confrontations on Capitol Hill), but would inevitably lead to better fuel usage. Mr. Pollinger reckons that the government department administration of the

system could be shifted to the Department of Commerce if the DoT "hearts aren't in it" - a tactical mistake as government agencies love nothing better than to squabble with each other over power empires, because they can spend more time sending memos and lobbying their superiors and less doing real work.

Mr. Pollinger (who runs a company called Pollinger & Co) has contracted Argosy Boat Company of Louisiana to build a Mod 1 hull that will presumably be tested somewhere in the Midwest - Pollinger reckons the Illinois, Upper Mississippi and Ohio rivers are the systems that will benefit most.

Argosy president Dave Reidt is no novice when it comes to getting to the heart of the government. "MARAD is totally unavailable for the little guy," Reidt said. "Our government talks a great game about things like the Great Marine Highway Initiative, which to date has done nothing but line politicians' pockets. The investment in our water borne systems and their vessels would return more benefits, such as immediate increases in high paying blue collar jobs, thousands of construction jobs fixing the deteriorated condition of our locks and dams, than anything else in Congress."

Most Maritime Professional readers support short sea and inland waterways and Pollinger's proposal needs publicising. I have tried to contact Argosy by both e-mail and phone but the website has some glitch and keeps coming up with error messages while the phone number connects to a voice mailbox.

RINA Attacks Nickel Ore Bulker Losses:

Genoa-based classification society RINA has established rigorous design standards for the modification or newbuilding of dry bulk cargo carriers to enable them to carry fine ores safely at any moisture content. A number of recent bulker losses have been attributed to the liquefaction of wet nickel ore cargoes. Using RINA's standards ships would be safe even if the cargo liquefied and the vessels would no longer have to rely on unreliable moisture tests at the load port to determine if the cargo is safe to load or not.

Paolo Salza, Head of Technical Department, RINA, says, "The mandatory application of the International Maritime Solid Bulk Cargoes (IMSBC) Code enhances the safety of bulk carriers through the setting of constructional and operative requirements. But they don't set out details of how to carry nickel ore and other unprocessed ores, which may liquefy during transportation, safely. Essentially, the rules say vessels may load these ores if the Transportable Moisture Limit is not exceeded. That is fine, but establishing that is difficult and the TML is easily affected by recent rain or other factors. It is much safer to design or convert the ship to withstand liquefaction of the cargo. That is what our new notation permits."

According to the IMSBC Code, Group A cargoes are those cargoes which may liquefy if shipped at moisture content in excess of their Transportable Moisture Limit (TML). RINA's new notation IMSBC-A may be assigned to ships specially constructed or specially fitted for the carriage of Group A cargoes having actual moisture content in excess of their TML. RINA's new notation applies to a number of cargoes which may liquefy and a full list is available.

Says Salza, "Fine ores cargoes such as nickel ore at any moisture content can be safely carried on ships specifically designed or modified to the RINA criteria. Cargo sampling and testing for the purpose of verifying moisture content is not necessary when cargo is loaded on ships complying with RINA criteria. To meet RINA's new standards vessels may have to

install additional longitudinal bulkheads in some holds. The estimated investment for converting a supramax bulk carrier is around US\$3m, but the vessel retains full deadweight capability and flexibility for other trades."

RINA is also developing a service for certifying the actual moisture content of cargoes prior to loading for those ships which are not able to meet the standards set out in the RINA notation.

Cooling system to control LSFO viscosity launched: Novenco and Alfa Laval have joined forces to provide a complete cooling solution.

This is the Alfa Laval Advanced Cooling System (ACS), which has been designed to allow vessels to safely operate with any quality of low sulphur fuel oil (LSFO).

Collaboration between the two partners started in March 2010 and an official partner agreement was signed on November 23rd the same year.

ACS has been specially designed for easy installation in restricted space areas.

Novenco's QCM chiller unit delivers chilled water to the Alfa Laval fuel conditioning module (FCM) at a very stable temperature, enabling accurate control of fuel oil viscosity in all conditions, the companies claimed.

The viscosity of LSFO can be accurately controlled regardless of seawater temperature, enabling the vessel to operate safely anywhere in the world.

This capability is increasingly important due to tightening ECA restrictions. Today, ships require a fuel system that conditions LSFO sufficiently to ensure the safe operation of all machinery. Without this, many areas of the world will fall outside of vessel operational limits.

Alfa Laval and Novenco said that they have seen a steady increase in the demand for ACS. The current reference list of commissioned systems covers all ship types.

Gas ship fire hazard training addressed: Videotel Marine International in conjunction with SIGTTO has launched a new edition of the Liquefied Gas Fire Hazard Management training package.

"Fire on board any vessel is extremely serious," said Videotel CEO Nigel Cleave. "However, when that vessel is carrying liquefied gas cargo the consequences can be disastrous if not managed properly.

"Should things go wrong, seafarers face the risk of injury, or death and we are all aware of the dreadful repercussions if an environmentally damaging situation occurs.

"Every individual working on board, or ashore needs to fully understand the risks involved, carry out best practice procedures and be aware of all necessary precautions. SIGTTO's expertise in this field coupled with their commitment to safe, responsible and reliable terminal operations have proved invaluable in helping to create this realistic, relevant and practical training package," he said.

Using graphic image animations and live footage of firefighting, Liquefied Gas Fire Hazard Management - Edition 2, explains the science behind combustion, identifies roles for each of the fire suppressing technologies available and shows how they work.

It provides a broad introduction to the fire hazards faced by seafarers and terminal staff when handling LNG and LPG and explains how each can be managed.

The high impact video emphasises the importance of understanding and following closely fire safety procedures and stresses the role regular monitoring, inspection and record keeping can play in reducing the risks associated with liquefied gas handling.

The training package is available on VHS/DVD with supporting booklet and interactive CD-ROM.

Videotel's other recently released training package on the dangers of enclosed spaces will be highlighted in the pages of the August/September issue of Tanker Operator.

On board noise and vibration problems addressed: ClassNK has issued a new Noise and Vibration Guideline for measuring and evaluating the noise and vibration on vessels.

The guideline address the growing demand for new standards for noise and vibration on commercial vessels and provides detailed requirements for measuring and evaluating noise and vibrations in crew accommodations and machinery rooms, as well as establishes new notations for ships that comply with the new requirements.

As efforts to improve the working conditions of seafarers have come to the forefront over the past several years, vibration and noise in accommodation areas have become an increasingly important topic.

At the same time, as awareness of the detrimental effect that vibration can have on the reliability and safety of vessels' machinery and equipment has grown, research is increasingly focused on developing new countermeasures for machinery vibration.

With the results of many such research projects just now being released, ClassNK felt the time was ripe to release a new set of standards for the maritime industry.

"This new Guideline," said ClassNK development department general manager Toshiyuki Shigemi, "incorporates the results of the latest research on noise and vibration on board ships, along with the latest developments in international rules and regulations, and we believe that this guideline will be an important tool for shipowners, operators, and shipbuilders in their efforts to more accurately measure and more rationally evaluate the noise and vibration on these vessels."

The new guideline is divided into two parts: Part A, which covers noise and vibration measurement criteria for accommodation spaces in line with IMO Resolution A.468 (XII), ISO 2923:1996 and ISO 6954:2000; and Part B, which covers vibration measurement criteria for rotating machinery and reciprocating machinery in line with ISO 10816.

In order to recognise compliance with the new requirements, ClassNK has established new notations for 'Noise and Vibration Comfort' (NVC) and 'Mechanical Vibration Awareness' (MVA) which will be affixed to the ship classification characters of vessels that comply with Part A and Part B respectively.

"Beyond just playing an important role in improving the work environment of seafarers, excess noise and vibration can affect not only reliability but also the safety of the ship," said ClassNK chairman and president Noboru Ueda.

He added; "By releasing these guidelines, we hope to make a proactive contribution to the development a new generation of better and safer vessels, and support industry efforts towards safer shipping."

At the same time, ClassNK is finalising amendments to related requirements in its class rules and plans to begin offering the new notations to vessels beginning in the autumn.

All you need to know about shipboard compressors:

Atlas Copco Compressors has issued a guide to compressed air solutions aimed at vessel operations. The new handbook encompasses Atlas Copco's entire range of marine compressed air solutions, which are specifically designed to cope with the harsh environments experienced by on board marine applications, while offering the highest levels of efficiency. The manual, written by professional technicians, includes detailed information on the entire Atlas Copco marine compressed air solutions range:

- Starting air compressors.
- Working, control & instrument air compressors.
- Custom designed products.
- Speciality rental division.
- Portable air compressors.
- Gas and process solutions.
- Air treatment solutions.
- Compressed air tools and pumps.

Each section is accompanied by detailed technical specifications to help ensure quick and easy integration of equipment on board ship. The handbook also includes a detailed section on the calculation and converting factors required in the installation and dimensioning of an on board compressed air system. Information on Atlas Copco's global parts and service network and contact details for Atlas Copco's network of offices across the world is also provided; ensuring support is available 24/7 to meet marine customers' requirements wherever they are in the world.

Inspiring New Thinking - two recent examples:

Ship finance and social standards in the Third World do not, on the face of it, make likely bedfellows. The former, expressed at its apogee in Marine Money Week in New York City, is a playground of bankers, lawyers and ship owners engaged in the pursuit of money.

Here the talk is of billions of dollars' worth of equity participation, revolving credit and bullet loans - with no prizes for coming second. Lunch too is an opportunity for a message and delegates also got a taste of how they could do something to change the world for good while continuing to make money.

John Wood's epiphany came on a sabbatical from his job at Microsoft - a break he said he took "to get away from Steve Ballmer shouting". In a village in Nepal he visited a local school and this self-confessed "book nerd" asked to see the library.

He was shown a completely empty room. Stunned but moved by the commitment of the teachers, he decided to do something. What he did was organise a book drive, collecting 3,000 books and taking them back to village himself.

The response of villagers convinced him of the value of providing educational opportunities or as he put it, "giving meaning to money". Wood cheerfully admits that his decision to quit Microsoft and found the charity Room to Read (<http://www.roomtoread.org/>) "probably cost me millions". Why it works, he suggested is because he is a businessman - with an MBA and banking experience - rather than a dedicated do-gooder.

The title of his talk "Why capitalists should care about developing world education" was designed to appeal to his audience. Education he said is the cornerstone not just of better health and education but also social stability, prosperity and therefore trade. It's a lesson learned by South Korea, Taipei, Province of China and Singapore and the potential market is still huge.

"There are 75 million children world-wide with no primary school education, 275 million with no secondary education and 780 million who are illiterate. The case is both moral and economic and it appeals to hardcore capitalists because we can help them and ourselves," he explained.

Wood left Microsoft in 1999, scrawling "10m" on a whiteboard in his home office, standing for the number of children he wanted to help by 2020. As at 2011, he is at 5 million and thinks he can hit 10 million by 2015.

How does he do it? A hard-nosed low-cost approach, encouraging companies to donate air miles and hotel rooms, appealing to financial sector companies as backers, and persuading governments to invest in teachers. In return, the people he tries to help donate their time and labour, often building schools from scratch.

He also has a "no Land Rover rule" - again for sound reasons - they cost USD 17,000 apiece, enough to educate 300 children for a year. The results are hard to argue with. Room to Read has built 1,443 schools in nine countries - opening a new school every 26 hours. It has opened 11,000 libraries - one every four hours.

There is no doubting the power of the message - nor the appeal to the shipping industry, always looking for new markets and searching for young seafarers. As Wood puts it, "You have to look at this like a supply chain. A child's fate is decided early, but capitalists should care because economic development depends on human capital".

Example two is rather different but still concerns one man and a calculator. Lars Jensen has kept busy since leaving container shipping iconoclasts TCC and founding his own consultancy SeaIntel Maritime Analysis.

A recent piece of tree-shaking involved ringing around container lines trying to get a freight rate quote. Easy enough you might think, but he claims 40 out of 60 attempts to get a dollar figure were unsuccessful, though some of the rates offered were below published spot prices.

READERS' KIND ATTENTION

Back issues of "MARINE WAVES" from 2005 to 2008 in 2 volumes are available for sale until stocks last. Please rush your bookings to avoid disappointment. **E-mail : seafarersman@indiatimes.com
seafarersman@hotmail.com**

Now Jensen has developed an environmental benchmark for carriers, which he claims allows for "direct comparison across the 20 largest container carriers globally", although the detailed results are behind a paywall.

That methodology rewards both technical performance as well as "tangible actions" to drive wider industry standards, reflecting he says the need in future to measure environmental performance as a competitive parameter.

Jensen told International Freighting Weekly recently that carriers had been benchmarked on a combination of vessel performance and the age of their fleet as well as their commitment to drive change throughout the industry.

Significant improvements to environmental performance could only be achieved when all or a substantial majority of carriers were involved he said, adding that a step like this would come through standardisation as well as the setting of commonly-accepted goals.

SeaIntel is not the first to try this of course - the Clean Shipping Index, Carbon War Room's ShippingEfficiency.org and Clean Cargo Working Group offer either tools for charterers or a look-up on vessel ratings or a combination. And like Jensen's methodology, they are to some extent controversial.

CSI - which rewards owners for hitting a range of environmental parameters - ought to have resulted in better rates for the best performing ship owners but has not so far succeeded. ShippingEfficiency took the IMO's Energy Efficiency Design Index (EEDI), an instrument designed for newbuildings, and applied it to existing ships, provoking much ire and no little confusion.

Perhaps most significant though, is that some ship owners and operators are moving towards the IMO standards - the EEDI for newbuilds and Ship Energy Efficiency Management Plan (SEEMP) for existing ships - before they are required to, often in concert with other industry tools.

Most recently, classification society ABS worked with Maran Tankers of Greece to help develop and review a SEEMP for its fleet of tankers, something ABS says was driven by charterer demands and a desire by Maran to illustrate its internal commitment to an external audience.

The numerous indices that have sprung up over the past couple of years are mostly benign but even the SeaIntel methodology results in a single number to describe a complete shipping company. Is that too blunt an instrument for such a complex subject? As with everything - from books to ships - the market will decide.

Oakland's profitable port is predicted to stay healthy: Unfortunately, the money is going to the aviation division: Oakland, California's third biggest container port and the fifth biggest in the country, expects operating income of \$141 million in the 2011-2012 financial year, which is expected to rise to \$153 million in 2013/14. Comparable operating income is forecast to be \$17 million and \$19 million respectively while full-time employees will rise slightly from 62 to 69.

Planners are taking no bets on ship calls, with the number staying at 2,088 over the next three years and loaded TEUs rising from 1.8 million to 1.9 million.

Capital expenditure planning is scoped out for a much longer period and will total \$146 million at the end of 2015/16. Cold ironing will account for \$85 million of this and the APL terminal

\$30 million.

"For the first ten months of the 2010-2011, maritime revenues were approximately \$9.7 million 6 percent higher than budgeted as a result of a 14 percent increase in container volume that moved through the Port in calendar year 2010", says the port.

The immediate fact that jumps out is how profitable the port is. Unfortunately, all that extra money is being sucked up by the much less profitable airport, which comes under the same administration and port commissioners.

Despite aviation earning less operating income than the maritime division, its operating expenses are more than four times as great, as is the number of employees. And for the period to 2015-2016 its capital spending is also four times as much. What this translates into is that total debt service will rise to \$123 million in 2014 from \$106 million this year. Finances should still be solid, with interest payments staying at 1.3 times covered.

Unlike its Southern California rivals, the port is coy about where the maritime division income is coming from. Predictably, the Middle Harbor brings in half the amount (expected to reach \$77 million in 2014), but no breakdown is given.

One strategy is certain. Aviation is seen as the force of the future --- passenger fees are a gold mine and involve almost no effort. Maritime operations will be allowed to follow the path of least resistance and fend for themselves.

A 1739-1742 maritime conflict between Britain and Spain:

Relations between Spain and Great Britain during the 1730's were strained to say the least. Spain had granted to British ships extensive trading rights in Spanish colonies in the Americas and now rued the decision. There were numerous confrontations between British ships engaged in what they perceived as legitimate trading (particularly in slaves) and what Spanish authorities in the Americas saw as smuggling. In 1731, the British brig Rebecca, Robert Jenkins, master, was boarded by the Spanish coast guard ship La Isabela, commanded by Julio León Fandiño. Captain Fandiño accused Captain Jenkins of piracy and allegedly cut off Jenkins' left ear, saying: "Go, and tell your King that I will do the same, if he dares to do the same." By March of 1738, war fever gripped London. Jenkins was summoned before a committee of the House of Commons, where he allegedly produced his severed ear (presumably quite shriveled by then). Britain formally declared war against Spain on October 23, 1739, events moving more slowly in the days before the Internet. On November 22, 1739, a flotilla of six British warships led by Vice Admiral Edward Vernon attacked and captured Porto Bello, Panama, a major port for assembly of Spanish treasure fleets. An elaborate dinner was held in London in 1740 to honor Admiral Vernon. "Rule Britannia" was played for the first time. Portobello Road in London is so named to commemorate the victory. Spanish warships and privateers meanwhile inflicted heavy losses on British merchant vessels. In September 1740, Commodore George Anson commanded a squadron sent to attack Spanish interests in the Pacific. After various misadventures, he captured the richly-laden Manila treasure galleon off Cape Espiritu Santo in the Philippines. Anson returned to Britain in early 1744, having circumnavigated the globe. By then, the active fighting had ceased. Regardless, Anson became extremely wealthy due to his share of the prize. He was eventually promoted to First Lord of the Admiralty. Robert Jenkins disappeared into history, but his ear will be forever remembered as a most unusual casus belli.

New Book on Legal Aspects of Bunkering:

Petrospot Limited has recently published *Legal Issues in Bunkering: An Introduction to the Law Relating to the Sale and Use of Marine Fuels*: a new book by barrister and legal consultant Trevor Harrison. The book offers an accessible overview of the legal aspects of bunkering, distilling salient points and summarizing the more arcane elements of the subject. The book is not intended as a substitute for professional help or casebooks on shipping law, but it will certainly educate the reader about the key legal topics and, importantly, guide him in the right direction should a contract go wrong.

Among its highlights, the book covers the following issues:

- the law of contract
- sellers' terms and conditions
- charterparty relationships
- time charters and bunker clauses
- quantity and quality disputes
- claims in tort
- defaults
- ship arrest
- dispute resolution
- important case reviews
- international conventions
- national legislation on environmental issues relevant to bunkering
- oil pollution and limitations of liability
- plus extensive appendices offering further detail on contracts, arrest, anti-corruption and other key issues

The book's author, Trevor Harrison, practices as a maritime arbitrator, mediator and consultant, with particular expertise in bunkering. He is a member of the Baltic Exchange, the Chartered Institute of Arbitrators (MCIArb), and the Singapore Chamber of Maritime Arbitration Panel of Arbitrators. He is an Aspiring Full Member of the London Maritime Arbitrator's Association (LMAA) and a Centre for Effective Dispute Resolution (CEDR) accredited member. He also belongs to both the Baltic Exchange-LMAA Mediator Panel and the Baltic Exchange's Panel of Experts. He is a director of the International Bunker Industry Association (IBIA) and a member of its delegation to the International Maritime Organization's (IMO) Bulk Liquids and Gases (BLG) committee and Marine Environment Protection Committee (MEPC). He has also been closely involved in the revision of the MARPOL Annex VI regulations.

Home Sweet Home: Despite being among the highest paid Overseas Filipino Workers (OFWs), seafarers have a difficult time securing housing loans due to the contractual nature of their employment.

"It is difficult for financial institutions to lend to the seafarers because they are contractual workers, and hence, have gaps in their employment history," Philbright Ang, corporate resources director of crew management company Philippine Transmarine Carriers (PTC) said.

In a recently signed tripartite agreement among niche housing developer ACM Homes (ACM), Land Bank of the Philippines and PTC, seafarers can now avail of their own homes with ease and security. LBP's Easy Home Loan Program (EHLP) is a program aimed at providing financial support for Filipinos who dream

of having their own homes. This is the first and only variant of EHLP that is aimed towards the seafarer market.

Under the program, PTC seafarers and employees can now save up to P500,000 from lower interest rates. They can also now loan up to 90% of the total amount for a longer time period. With convenient amortization payments through salary deduction and faster processing time, buying a home is now within reach for our hardworking seafarers.

Why buy a home?

Ang noted that there have been sad stories where seafarers have barely accumulated substantial savings even after many years at sea as they have fallen prey to frivolous spending. Instead of spending one's money on unnecessary expenses, a house is a good store of value and a wise investment because it is an asset that appreciates over time.

Support community

Aside from owning a house, it is also equally important for seafarers to live in a safe and healthy community. As parents, they also work hard to provide a good environment for the stable development of their children.

A community in ACM Homes, where most of the residents are seafarer families, provides the seafarers a support community because of their shared experiences. They become a homogenous community as they are in the "same boat."

Furthermore, a home changes the mindset of a seafarer because it prods them to work harder for their family's future. It leads to a change in lifestyle and career growth as well as redefines their family values. The EHLP will now allow seafarers not only to save up for a particular asset but also to live their dreams in their very own support community.

Carol Osteria, managing director and co-founder of ACM Homes, said, "we recognize that we are not just simply selling houses; we are selling dreams and aspirations. And to partner with Landbank through the Easy Home Loan Program for the seafarers makes the end-buyer financing even more affordable and accessible. Landbank has made it easier for the Filipino seafarer to achieve their dream and aspiration of owning their own home"

Cecille Borromeo, Landbank executive vice president, said housing is a very important component not only to countryside development but also in finding ways to improve the quality of life of the OFWs. LBP believes that if they support developers like ACM Homes, there would be a ripple effect in the economy because of the employment this developer generates and the communities it creates.

The tripartite agreement is a testament of the shared objectives and vision of LBP, ACM and PTC towards giving the heroes of today a bright and secure tomorrow. By providing seafarers with the opportunity to own homes in caring and sharing communities, development happens in various levels – individually, as a family, as a community, and even nationally, eventually leading to the emergence of a new Filipino middle class who are now much closer to their dreams.

Investigation Begins: Philippine Coast Guard (PCG) investigators are looking at human error as the likely cause of the collision between two vessels on Tuesday night.

PCG commandant Admiral Ramon Liwag said on Thursday there was no sign of bad weather or mechanical problem when the accident happened.

MV Bulk Carrier I and the Monrovia-registered container vessel MV HS Puccini Tuesday night.

Liwag said it was unusual why the two vessels collided when the sea lanes were not congested.

"Ayoko magbigay ng ano pero apparently nakikita natin hindi nasusunod ang tinatawag na rules of the road. Dapat magtatawagan sila saan dadaan. Baka may human error on both sides," he said in an interview on dzXL radio.

"Maraming nagtataka, maluwag ang karagatan, bakit nagbunguan? May regulations, may radio," he said.

At least two of the 23 crewmembers of the MV Bulk Carrier I, identified as Juanito Minoy and Edward Paller, were reported missing.

The initial investigation showed that the MV HS Puccini skippered by Captain Marko Kralj was bound from Hong Kong to General Santos City.

On the other hand, MV Bulk Carrier I skippered by Captain Pedrito Serencio was bound from General Santos City to Dumaguete City (Negros Oriental).

The MV Bulk Carrier I was carrying 16,000 bags of rice at the time of the incident.

Going Home: The 14 Korean and Myanmarese sailors stranded aboard OSM Arena off the city's coast may soon go home, after a harrowing 17 months at sea.

Justice V Ramasubramanian of the Madras high court on Wednesday directed the senior immigration officer, Chennai port, and other authorities concerned to ensure that the sailors were paid the entire arrears "without fail".

The crew members boarded the vessel in October 2009. The ship was detained here early in 2010 following an order from the Calcutta high court on a financial dispute between the ship's owner and a Kolkata-based cargo supplier.

The crew initiated legal action against the ship's owner through counsel S Vasudevan at the Madras high court. While a single judge ordered that the vessel be sold for Rs 20.68 crore, a division bench of the court set aside the order.

Since then, rations were supplied by M/s Seatraffic which later withdrew its services due to financial constraints. On July 10, some crew members were allowed to come ashore for a fortnight with help from the International Transport Workers' Federation and Seafarers' Port Welfare Association.

Captain Kyaw Lin Tun said the each crew member had lost about 20 kg, were under tremendous mental strain and all the equipment had become defunct.

Passing orders, Justice Ramasubramanian said he wished to "record his displeasure" at how the vessel owner had appeared before the Calcutta high court but chose to "remain invisible" and communicate with the Madras high court through the Korean embassy.

He directed that all existing members be signed off and a new set signed in. Shinhan Capital Company Limited, the owner of the vessel, was to cover the repatriation expenses of the crew.

Unacceptable Risks: As the International Union of Marine Insurance prepares for its upcoming annual conference, president Ole Wikborg has spoken out on piracy.

Mr Wikborg said the conference will have a significant focus on the piracy problems in the Gulf of Aden and the Indian Ocean, as he deemed that the problems are, "an absolutely unacceptable disruption of global trade to which marine insurers must respond."

He added: "The cargo as well as the hull and machinery insurance markets have made their contributions to mitigate the financial losses resulting from the hijacking or detainment of vessels. Insurers have also helped in negotiations with the pirates and to provide the funds demanded to release crews and return them safely to their homes and families."

The decisions taken at the conference may well shape the future response of underwriters, and speakers will be urging solutions rather than simply reassessing the problems. One issue expected to be discussed at length is the use of armed guards, and the vetting of maritime security providers.

Western Spikes: Pirate attacks, previously a back-burner issue in the waters off of West Africa, have spiked in recent months, fueling fears that the illicit activity could threaten oil exports and ultimately hamper growth in the region.

Already this year, there have been 15 reported pirate attacks off the coast of the tiny nation of Benin, an area that saw just one attack between 2006 and 2010, according to data from the International Maritime Bureau. The most recent incident came last weekend, when armed men boarded two Panamanian-registered ships in Benin's waters. Italian- and Greek-owned diesel tankers were also targeted there last month and one Filipino seaman was killed.

The recent spate of attacks represents "a change of both scale and ferocity" of piracy in the Gulf of Guinea, says Steven Jones, the director of Maritime Security Review, a London-based firm.

"Gangs have boarded vessels in order to transfer oil from the tanker into their own small tanker vessels," Mr. Jones says, adding that in the past, attacks were largely motivated by "petty theft and pilferage."

"The pirates are believed to be Nigerian, perhaps from just one gang – and their push outwards [toward Benin] is believed to be a direct response to the successes of the Nigerian Navy in their own territorial sea," Jones added.

Unlike Somalia, where seafaring criminals demand ransoms for the people and goods they hold hostage, pirates in the Gulf of Guinea focus on stealing fuel, which they then sell for hefty sums on the black market.

Fuel theft has long been a threat off the coast of Nigeria, which pumps out 2.2 million barrels of oil per day and is the world's sixth-largest exporter of the commodity. With the problem spreading further west, insurers have started raising the premiums they charge for ships that pass through Benin's waters, Jones says.

But piracy is also hurting other parts the economy, not just the oil sector.

Nigeria's fisheries industry – a significant source of employment, especially among the country's poor – "has been devastated by piracy and other violence" at sea, wrote J. Peter Pham, director of the Michael S. Ansari Africa Center, in a report earlier this year. Nigerian fishermen suffered nearly 300 attacks between 2003 and 2008, Pham said, citing statistics from the Nigerian government.

Some degree of low-level piracy seems to be a fact of life in a region where few governments can afford to buy speedboats or hire well-trained police officers to patrol their waters. Nigeria, by far the wealthiest economy in the region, has had some success in clamping down on piracy off its shores, but that may be to the detriment of its poorer neighbors.

Natasha Brown, a spokeswoman for the International Maritime Organization, said that the IMO is working with countries in the region to create an integrated coast guard network to tackle piracy in West African waters.

"We are very concerned about the increase in piracy and armed robbery against ships in the Gulf of Guinea," Ms. Brown said. "The attacks represent a threat to the security of the energy supply as well as to seafarers."

African Action: The International Maritime Organisation (IMO) has said that the maritime administrations of Nigeria, Togo and Benin Republic will meet soon with relevant stakeholders to deliberate on ways to enhance maritime safety in the sub-region.

The Sub-regional Representative for Anglophone African countries at the IMO, Mr Michael Luguje, in a statement in Lagos recently pointed out that the meeting had become necessary in view of the increasing economic activities on the territorial waters of the three countries.

He commended the Nigerian Maritime Administration and Safety Agency (NIMASA) for reducing the level of crime on the West and Central Africa sub-regional waters.

Luguje lauded NIMASA for effectively opening a Regional Maritime Rescue Co-ordination Centre (RMRCC) at Kirikiri, Lagos, and the agency's collaboration with the Nigerian Navy to ensure safety on Nigerian waters.

'I think that NIMASA's example of fruitful collaboration with the Nigerian Navy is a good example worthy of emulation by other neighbouring countries,' the statement quoted Luguje as saying.

He noted that NIMASA had expanded its operations to include the provision of weather forecast services to all vessels in Nigerian waters through the Global Maritime Distress Safety System.

Luguje added that the agency had also effectively carried out a successful medical and stow-away evacuation on vessels within the nation's maritime waters.

The centre at Kirikiri covers Nigeria, Togo, Benin, Sao Tome and Principe, Equatorial Guinea, Cameroon, Gabon, Congo Brazzaville and Democratic Republic of Congo.

The centre is equipped with an automatic identification system, radar and a camera to identify all vessels within the territorial waters of the three countries.

Mystery Deepens: The drifting of "MV Pavit" off Mumbai coast still remains a mystery maritime industry experts feel the ship may have been brought very close to Mumbai purposely and set adrift. It was impossible for the abandoned ship to go undetected, especially in the busiest shipping lanes of the world.

Veeresh Malik, shipping and marine security expert, said, "There had to be some intervention to ensure the ship stays afloat. The ship is not in a decrepit condition either which means the vessel remained afloat by way of tow or because some basic repair were carried out."

According to reports, the ship sunk after it was abandoned off the Oman coast on June 29 before drifting and getting grounded off Juhu Versova beach on July 31. The crew members of the abandoned ship were rescued by US Naval ship and brought to Kandla by Indian merchant vessel MV Jag Pushpa.

Malik said, "The winds and current during this time of the year would not push the ship southwards down from Omani coast towards India. It should have drifted towards the Gulf of Kutch. The fact that it moved towards Mumbai leads to the suspicion that it did get some assistance to reach Mumbai."

He said a dead ship drifting around is certain to have been noticed by a variety of ships and reported, especially, if she was not transmitting any recognition signals on her AIS (automatic identification signals). "However, if she was transmitting her AIS, then certainly there was somebody, somewhere who was tracking her as she got closer and closer to the Indian coast. This is standard operating procedure for owners and insurers," Malik said.

A member of the Ship Breakers' Association said, "After the ship was abandoned there were no indication or reports that owners or insurers of the ship made any attempt to tow the ship away to repair the engine. It is the moral duty of the shipping company to not only save the life of crew members but also salvage the ship."

He said the owners should have easily taken the vessel by tow to the coast of Oman, where they could have carried out the repairs. "It is a mystery why the owner did not do this as the hull of the ship appears fine and does not show any sign of leaking fuel," he said.

Towing away MV Pavit will be a long drawn process. "The owners and the salvage company will have to enter into intricate negotiation on the cost of refloating the grounded ship. This may take a week or more as there is no immediate scare of oil spillage from this ship, even though it has tilted at almost 60 degrees," an official said.

He said that the salvage operation will be similar to that for MV Wisdom. In this case, the ship will be brought in a perpendicular position to the beach before hauling it in to the sea. MV Pavit is smaller and being a tanker vessel is considered much safer than other vessels like merchant ships or naval ships.

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Mr. Raja Badar, Warden

Contact:

snma009@gmail.com

SRI NANDHANAM MARITIME ACADEMY

Thirupattur 635301, Vellore District, Tamil Nadu. Office Tel: 04179-291992. Mobile: 8098133509/9949671809

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