



EU to extend anti-piracy mission

The European Union has extended the EU Naval Force (EUNavfor) Operation Atalanta counter-piracy mission's mandate until December 2014 and, crucially, has brought Somali coastal territory and internal waters, into its area of operation. The move has been widely welcomed by shipping industry bodies. The EU will provide €14.9m to pay for the extension of the mission.



Nautilus International general secretary Mark Dickinson said: 'This is good news. Whilst the number of hijackings has gone down in recent months, the pirates seem to be as active as ever and it is vital that seafarers continue to receive the protection that EUNavfor provides. The decision to widen the scope of the operation to include Somali waters is something we have been seeking for a long time, as it should help to contain the problem by making it harder for the pirates to get out to sea.'

The global industry-wide SOS 'SaveOurSeafarers' campaign welcomes the move saying: "This is a bold step towards the goal that the shipping industry and its seafarers embrace - that of seeing piracy in this region eliminated." However SOS also warned against possible US and UK moves to stop the payment of ransoms. It said in a statement: "Such robust action to eradicate the threat of piracy is necessary if the UK and US governments press on with their avowed ambition of stopping ransom payments to pirates and other groups."

Referring to the release of a British tourist Judith Tebbutt, it added: "SOS was delighted to see Mrs Tebbutt released by her armed kidnappers after a ransom was paid, but there are currently 220 seafarers being held by Somali pirates on 13 vessels, and another 40 being held on land, some of whom have been held for two years. What does the future hold for them if the ability to pay any ransoms is stopped?"

SOS says it has written to the prime minister and other ministers "making it very clear that hindering in any way the payment of ransoms for ships and seafarers means shipowners can no longer guarantee the safety of their seafarers, as well as of their vessels and the cargoes that they carry".

SOS asks: "Will seafarers still go through the Indian Ocean and Gulf of Aden if no ransoms can be paid? Or will seafarers and shipowners be forced to avoid the area completely, with significant consequences to world trade?"

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Multi-purpose market outlook steady

Rates firm for multi-purpose vessels. Last year saw the multi-purpose (MPV) fleet recover some of the optimism seen prior to 2007, according to Drewry Maritime Research's latest Annual Multi-purpose Market Review & Forecast.

It notes that rates have started to firm again and the demand outlook is steady for both breakbulk and project cargo, while the fleet supply is under control. The MPV fleet is growing steadily and is forecast to increase at about 1.9% per year to 2016. The current order book is equivalent to 17% (in



deadweight terms) of the operational fleet, with vessel size increasing.

However Drewry expects the MPV market share to drop from 2014 onwards, due to competition from both the container and handy bulker sectors. It notes that one of the principal contributing factors to MPV demand is general and project cargo where there was a significant increase in volumes during 2011.

The firm says: "Although the next couple of years are expected to see stable volumes levels, this sector faces the most competition from container ships and ro-ro carriers."

The report's author, Susan Oatway, says: "Over the past year we have heard more and more stories of this type of cargo moving in containers. A number of the major lines have invested in open-top or flat-rack containers, designed specifically to carry the heavy, awkward cargoes that used to be the preserve of the project carrier fleet. And a number of lines have told us they are aggressively marketing this service."

She adds: "I think the outlook is much more positive than it was 12 months ago, demand is picking up in the near term and even though competition from other sectors is an ongoing concern it seems to be mainly on a regional level, albeit that it needs frequent monitoring. Project cargo is on the rise and much, if not most, of it depends on developing economies, which are faring much better than the old industrial nations. However the niche market for the project carriers is not impervious to the competitive threat and added value must be the way forward for many carriers."

According to Ms Oatway, while the container market is depressed, then clearly anything is being taken to fill a ship, and equally bulk rates are not significantly lower than the container rate to make that stuffing uneconomical. However, the container market is expected to recover eventually - albeit

slowly and not in the near future. Equally, although bulk rates are also expected to improve there is no suggestion that they will rise to levels anywhere near those seen over 2004-08, so keeping low-value cargo in low-freight vessels. There is little incentive to put a low-value, low-freight cargo into a container - especially one that is not full, unless container rates are equally low."

UK Chamber issues guidelines on Bribery Act

The UK Chamber of Shipping has launched guidelines to assist shipping companies in the development of anti-corruption policies, with particular emphasis on the problem of facilitation payments. The Bribery Act 2010 addresses all forms of corrupt practices. The Maritime London member says that, in the context of the shipping industry, the main implications relate to "facilitation payments". Such payments often have to be made to officials and others who will not otherwise properly undertake the task or provide the service they are being paid to perform. The Chamber notes that facilitation payments represent an additional cost over and beyond legitimate charges and "are not willingly conceded by shipowners".

"However," the Chamber says the reality is that denial of demands can lead to reprisals, intimidation or deliberate delays. HM Government is committed to rigorous enforcement of the Act with an expectation that companies will develop and abide by zero tolerance policies towards such payments."

The Chamber advises that Serious Fraud Office (SFO) expects companies to demonstrate attempts to comply with the legislation but at the same time accepts that facilitation payments cannot be phased out overnight.

"This," the Chamber says, "underlines the tension between the legislative prohibition and the need to ensure that shipping can continue to trade without being placed at a competitive disadvantage. SFO is therefore actively encouraging dialogue with companies to assist their efforts even if those efforts cannot immediately achieve the intended result. SFO will prosecute where it is in the public interest to do so.

However, it is understood that SFO is unlikely to see a public interest prosecution where a company is endeavouring to fulfil the requirements. In contrast, disregard of the legislation is more likely to attract the interest of regulators and enforcement authorities."

Shipping confidence up, but little new investment

Overall confidence levels in the shipping industry increased slightly in the three months ended February 2012, to reach their highest level since May 2011, according to shipping accountant and Maritime London member Moore Stephens. In its latest Shipping Confidence Survey the firm notes that this is the third successive quarter in which there has been a small increase in confidence. It says that rates are expected to increase over the coming year in the three main tonnage sectors covered by the survey. But the number of respondents expecting to make a major new investment over the next twelve months fell to its lowest figure for three years, despite a fall in the number of those anticipating an increase in finance costs.

(contd. on page 4)

From the Editor's Desk



The MIND is the instrument, the flywheel, and the thickest comrade of man. Through it, one can ruin oneself or save oneself. Regulated and controlled, channelled properly it can liberate; wayward and let loose, it can entangle and bind fast. – Atharva Veda

To enjoy good health, to bring true happiness to one's family, to bring peace to all, one must first discipline and control one's own mind. If a man can control his mind he can find the way to enlightenment, and all wisdom and virtue will naturally come to him. – Gautama Buddha

Mind is consciousness, which has limitations. We are originally unlimited and perfect. Later on we take on limitations and become the mind ..There is no mind to control if you realise the self. The mind having vanished, the self shines forth.
– Ramana Maharshi

'MARINE WAVES' Management, is pleased to know and announce that 'EU is to extend anti-piracy mission' The European Union has extended the EU Naval Force (EUNavfor) Operation Atalanta counter-piracy mission's mandate until December 2014 and, crucially, has brought Somali coastal territory and internal waters, into its area of operation. The move has been widely welcomed by shipping industry bodies. The EU will provide •14.9m to pay for the extension of the mission. Nautilus International general secretary Mark Dickinson said: 'This is good news. Whilst the number of hijackings has gone down in recent months, the pirates seem to be as active as ever and it is vital that seafarers continue to receive the protection that EUNavfor provides. Decision to widen the scope of the operation to include Somali waters is something we have been seeking for a long time, as it should help to contain the problem by making it harder for the pirates to get out to sea.' The global industry-wide SOS 'Save Our Seafarers' campaign welcomes the move saying: "This is a bold step towards the goal that the shipping industry and its seafarers embrace - that of seeing piracy in this region eliminated." However SOS also warned against possible US and UK moves to stop the payment of ransoms. It said in a statement: "Such robust action to eradicate the threat of piracy is necessary if the UK and US governments press on with their avowed ambition of stopping ransom payments to pirates and other groups." Referring to the release of a British tourist Judith Tebbutt, it added: "SOS was delighted to see Mrs Tebbutt released by her armed kidnappers after a ransom was paid, but there are currently 220 seafarers being held by Somali pirates on 13 vessels, and another 40 being held on land, some of whom have been held for two years. What does the future hold for them if the ability to pay any ransoms is stopped?" SOS says it has written to the prime minister and other ministers "making it very clear that hindering in any way the payment of ransoms for ships and seafarers means ship-owners can no longer guarantee the safety of their seafarers, as well as of their vessels and the cargoes that they carry". SOS asks: "Will seafarers still go through the Indian Ocean and Gulf of Aden if no ransoms can be paid? Or will seafarers and ship-owners be forced to avoid the area completely, with significant consequences to world trade?" Safety and Shipping 1912-2012: From Titanic to Costa Concordia, based on research from Cardiff University's Seafarers' International Research Centre (SIRC), UK, highlights several key challenges for the industry including the growing trend to 'super size' ships and cost pressures pushing ship-owners to source crews from emerging economies where standards of training and assessment can be inconsistent. Other significant safety risks include reduced crewing numbers which may compromise margins of safety and encourage 'human error' risks; increasing bureaucracy onboard ships; the continued threat of piracy off Somalia and elsewhere; and the emergence of ice shipping and its associated navigational and environmental complications. AGCS executive Sven Gerhard says: "While the seas are safer than ever today, the industry needs to address these new risks proactively. For example, ultra-large ships pose challenges for insurers due to their sheer size and value, while others raise concerns on structural integrity and failure. While scale alone does not make these ships riskier, the increased sizes introduce specific risks that need to be addressed, such as salvage and recovery considerations and emergency handling. BIMCO publishes security-guard contract: Shipping industry organisation BIMCO has published a standard contract, GUARDCON, for the employment of security guards on vessels. It has also issued Guidance on the Rules for the Use of Force (RUF) to accompany the new contract. BIMCO says GUARDCON has been developed to provide ship owners and private maritime security companies with a clearly worded and comprehensive standard contract to govern the employment and use of security guards, with or without firearms, on board merchant vessels. It adds: "While BIMCO would not like to see the use of armed security guards on ships becoming institutionalised, it recognises that while the industry awaits a more permanent long term solution, armed guards currently provide an effective deterrent to piracy attacks." Editor in Chief of ' Marine Waves' Dr. Chandran Peechulli, in Maritime Executive and Linked-in says "Vested interests for employing armed security guards on Merchant Navy vessels, appears to be more strong in the commercial business interest, than that of the seafarers welfare and interest for their safety. Such exploitation fore-casted, to be seriously viewed to avoid consequences that would be difficult to revert, in the future". AND Need for a comprehensive outlook instead of short-sighted conclusions to encourage women in a male-dominated profession (serving out at sea) while males are themselves scary to serve out at sea in the prevailing marine piracy, subject need to be considered on the top of the agenda considering humanistic-approach. Need for a pragmatic approach, without a mis-construed notion. IMO would be failing in his duties, if to encourage women on-board at this predicament juncture, while not considering eradicating piracy at sea. * functioning as dreadful terrorists.

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In February 2012, the average confidence level expressed by respondents in the markets in which they operate was 5.5 on a scale of 1 (low) to 10 (high). This is marginally up on the figure of 5.4 recorded in the previous survey in November 2011. It compares to the 5.8 recorded one year previously, in February 2011, and to the 5.9 figure posted in February 2010. The survey was launched in May 2008 with a confidence rating of 6.8. By industry segment, confidence was up among owners (rising from 5.3 last time to 5.6), charterers (4.9 to 5.0) and brokers (5.2 to 5.6). But managers (down from 5.6 to 5.2) were alone among all respondents in being less confident about the market this time, having been the most optimistic in the previous survey.

Confidence was up in Europe, from 5.1 to 5.3, although the region remained the least optimistic of all geographic sectors covered by the survey. Interestingly, confidence was down marginally in Asia, from 5.8 to 5.7, and in both North America and Latin America (from 5.8 to 5.6 and from 6.4 to 5.7 respectively). Despite the slight increase in confidence a number of respondents were worried current state of the industry.

"There are too many ships," said one. "Freight levels cannot go much lower and we will be bumping along the bottom for a while. Apart from owners causing their own malaise by over-ordering ships, structural changes - such as China subsidising its own maritime industry - will keep a lid on developments in certain sectors." On the other hand a number of respondents counselled patience.

"Some market sectors are very depressed," said one, "but a re-balancing is already under way. We have to be patient. It will be at least three-to-five years until margins become reasonable."

Moore Stephens shipping partner, Richard Greiner, commented: "Nobody could accuse the shipping industry of being faint-hearted. Despite public confirmation that an increasing number of big industry names are in financial difficulty; despite there being too many ships to carry the cargo available to them for the foreseeable future; despite the prohibitive cost of fuel; and despite an ailing world economy, confidence in the shipping industry still increased slightly over the past three months. In fact, confidence today is higher than it was three years ago, in February 2009.

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

Maritime safety 100 years after the

Titanic: A topical new report in the light of recent passenger ship casualties has highlighted both advances in maritime safety and also continuing concerns.

Despite a greatly improved safety record in the century since the Titanic sank, the maritime industry faces new challenges driven by the continued growth of worldwide shipping according to marine insurer Allianz Global Corporate & Speciality (AGCS).

In the century since the sinking of the Titanic on 15 April 1912, the world commercial shipping fleet has trebled to over 100,000 vessels but overall shipping loss rates have declined from one ship per 100 a year then to one ship per 670 a year in 2009.

AGCS's new report, *Safety and Shipping 1912-2012: From Titanic to Costa Concordia*, based on research from Cardiff University's Seafarers' International Research Centre (SIRC), UK, highlights several key challenges for the industry including the growing trend to 'super size' ships and cost pressures pushing ship-owners to source crews from emerging economies where standards of training and assessment can be inconsistent. Other significant safety risks include reduced crewing numbers which may compromise margins of safety and encourage 'human error' risks; increasing bureaucracy onboard ships; the continued threat of piracy off Somalia and elsewhere; and the emergence of ice shipping and its associated navigational and environmental complications.

AGCS executive Sven Gerhard says: "While the seas are safer than ever today, the industry needs to address these new risks proactively. For example, ultra-large ships pose challenges for insurers due to their sheer size and value, while others raise concerns on structural integrity and failure. While scale alone does not make these ships riskier, the increased sizes introduce specific risks that need to be addressed, such as salvage and recovery considerations and emergency handling.

Cries for Help from Unpaid Ship Crew

Finally Heard: After a public battle of withheld wages, crewmembers aboard the chartered Ocean Star Pacific stagnant

in Mexico have recently been promised their late pay.

About 45 of the crewmen have not been paid in over two months and also complain of impossible living conditions aboard the ship. There is reportedly no fresh drinking water or air conditioning, and until recently, they were eating expired food. The ship had run out of fuel several times in the last two months, resulting in blackouts.

Several workers filed complaints with the International Transport Workers' Federation (ITF) in London and Greece, but had been unable to reach anyone in the Mexico branch.

Ocean Star Cruises claims that the passenger vessel has been under a bareboat hire and purchase contract to PV Enterprises International since early May and they are to be held responsible for crewing, management, port fees and insurance. However, the ship's owner did confirm that they believe that crew will be paid within the next 10 days; although, the shipboard's condition claims are being disputed. Ocean Star Cruises will step in if the issues are hand are not resolved in coming weeks, and they also offered to send crewmembers home if they wished to.

On the other hand, the port is owed approximately \$35,000 by PV Enterprises, but is in good standing with the bareboat hire purchase contract. Until the port is paid, trash collection and water is suspended.

The 1,050-berth Ocean Star Pacific was built in 1971 as Royal Caribbean's Nordic Prince. Mexican newcomer Ocean Star Cruises acquired the vessel, then called Aquamarine, from the Louis Group in late 2010 and made significant upgrades in Curacao before introducing it on the Mexican Pacific. The line targeted mainstream Mexicans, offering a visa-free cruise alternative priced in pesos. On April 15, 2011, one week after the ship's inauguration in Acapulco, a generator fire was quickly put out, with no injuries, but the vessel never returned to service. Ocean Star Cruises decided to sell or charter the ship in October 2011

The ship was never certified to carry passengers on the high seas.

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Budget tonnage tax trap: While the recent UK Budget some encouraging signs for shipping, a move to extends anti-tax avoidance legislation could result in a potentially serious trap for existing UK shipowners entering tonnage tax, according to shipping accountant Moore Stephens. On the positive side the government has stated that it will consult later this year on whether to introduce a rule allowing companies with a non-sterling functional currency to compute their capital gains and losses in such functional currency, rather than in sterling, as is currently the case.

Moore Stephens tax partner, Sue Bill, says, "This is of particular relevance for UK companies which own vessels outside the UK tonnage tax regime, either because the company did not elect into tonnage tax, or because the ship does not qualify for tonnage tax, for example because it is chartered out on a long-term bareboat charter, or is a type of vessel excluded from tonnage tax such as a fishing vessel. As all capital gains are currently calculated in sterling, where a company has a different functional currency its capital gains and losses will include an exchange gain or loss. This possible change in the rules would minimise taxable capital gains arising due to (or being reduced by) exchange rate movements."

Also corporation tax rate is being cut by an additional 1% from April 2012. This means that the rate will be 24% from April 2012, reducing to 23% in April 2013 and 22% in April 2014. The government has said that it expects this measure to increase the level of business investment in the UK by about 1%.

Ms Bill says, "Generally, the Budget has emphasised the importance which the government attaches to ensuring that the UK is a competitive regime for industry, and of 'rebalancing' the economy. This is an encouraging sign for the shipping industry, which is awaiting consultation on the UK tonnage tax regime and the forthcoming EU review of the State Aid Guidelines to Maritime Transport."

However she also cautions: "HMRC has significantly extended some anti-avoidance rules relating to leasing companies, so that they apply to existing UK shipowning companies chartering out ships which enter UK tonnage tax. The rules can apply where, very broadly, at least half of the value of the company's plant and machinery is chartered out or at least half its income in the previous twelve months is from the chartering out of plant and machinery including ships, even where the chartering is to another group company."

She explains that, currently, there is no window of opportunity for an existing UK shipowner to enter tonnage tax. The new

rules may however apply if a UK shipowning company in a tonnage tax group enters tonnage tax because it starts to carry on activities that qualify for tonnage tax, for example because it owns a vessel which ceases to be chartered out on a long-term bareboat charter, or a vessel that starts to be used 'at sea', or the company's ships start to be strategically and commercially managed in the UK. The rules may also apply in some circumstances where the company is acquired by another tonnage tax group.

Ms Bill cautions: "Broadly speaking, if the rules apply, the company will be taxed on an amount equal to the excess of the net book value of its assets over their tax written-down value. It may be possible to reduce this taxable income using tax losses and/or capital allowances. Clearly this could result in a very large tax liability. Once the company has gone into tonnage tax, the normal transitional rules will apply whereby a balancing charge can arise if any vessels held on entry into tonnage tax are sold within seven years. This could mean there is effectively a double charge to tax."

Casualty management guide launched: The Nautical Institute and the International Salvage Union (ISU) have published Casualty Management Guidelines aimed at providing comprehensive practical advice during a casualty when "demands can be confusing, contradictory, unclear or a combination of all three".

In the book masters and crew members are told what to expect from people or organisations that might be involved as the casualty unfolds. Chapters are presented in a largely chronological order of how masters should expect to deal with different people, from owners to government officials, insurance representatives and salvage experts.

It will give all involved an idea of the job each may be undertaking, together with priorities and responsibilities. The chapters have been authored by experts in these fields, who have casualty experience to share.

BIMCO publishes security guard contract: Shipping industry organisation BIMCO has published a standard contract, GUARDCON, for the employment of security guards on vessels. It has also issued Guidance on the Rules for the Use of Force (RUF) to accompany the new contract.

BIMCO says GUARDCON has been developed to provide ship owners and private maritime security companies with a clearly worded and comprehensive standard contract to govern the employment and use of security guards, with or without firearms, on board merchant vessels.

It adds: "While BIMCO would not like to see the use of armed security guards on ships becoming institutionalised, it recognises that while the industry awaits a more permanent long term solution, armed guards currently provide an effective deterrent to piracy attacks."

An International Chamber of Shipping (ICS) spokesperson said the shipowners' body welcomed the new contract which should replace a large number of contracts currently which all had to be agreed by lawyers and insurers and differed from one another. The ICS believed the contract added clarity to the

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situation and would also save time make things simpler when owners decided to employ armed guards. However she stressed that ICS was "extremely concerned" by the carrying of weapons on merchant ships. She said it was easy to imagine an incident taking place, such as the mistaken shooting of an innocent fishermen, that could take a shipowner and master into a "legal quagmire".

BIMCO's chief officer legal and contractual affairs, Grant Hunter said: "In response to ship owners' increasing demand for security services, an ever growing number of private maritime security companies have entered the market to meet that demand. In the absence of a standard contract for these services, ship owners and their P&I Clubs are currently faced with the difficult and time consuming task of assessing large numbers of contracts from these security companies, all with varying terms and conditions. GUARDCON's objective is to create a contractual benchmark for the employment of security services so that minimum levels of insurance cover for PMSCs are established and that adequate safeguards are put in place to ensure that liabilities and responsibilities are properly addressed and that all necessary permits and licenses are obtained."

UK Club restructures to meet Solvency 2:

The UK P&I Club has reorganising its structure to establish UK Europe as the sole provider of direct insurance to UK Club members. It says that, by reducing the number of separately regulated insurers from two to one, the UK Club aims to streamline governance, reduce compliance costs and manage more efficiently the Club's solvency capital requirements whilst meeting the impending Solvency 2 regulations for insurers in the European Union.

Under the new structure, the Bermuda-based UK Club will cease to write direct insurance business. Its existing direct business will transfer to UK Europe. UK Bermuda will become the reinsurer of UK Europe. It will continue to be the holding company controlled by the club's members.

The Club says the reorganisation will not affect UK Club Members' terms of entry, cover or premium. They will continue to be Members of UK Bermuda but will be insured by UK Europe. Under the new structure UK Bermuda will cease to write direct insurance business. Its existing direct business will be transferred to UK Europe.

UK Bermuda will continue to be the holding company, controlled by its Members, and will also become the reinsurer of UK Europe. IPIR will cease underwriting while UK Europe will establish new branches in Hong Kong, Japan and Singapore.

The transfer of liabilities from UK Bermuda to the head office UK Europe will be carried out by a legal process known as a Part VII transfer under the terms of the Financial Services and Markets Act 2000 in the UK. Under the terms of the Act, the transfer process is supervised by the English High Court together with the UK Financial Services Authority and an appointed 'independent expert'.

Hugo Wynn-Williams, Chairman of UK Club managers, Thomas Miller, says: "The Club continues to make significant and substantial progress in preparations for the implementation of Solvency 2. In that process the Club identified that a reduction in the number of regulated entities delivers a number of benefits including streamlined governance, reduced compliance costs and efficient management of the Club's solvency capital requirements." He adds: "Our aim is to have completed this

restructure by 20 February 2013, the anniversary date for all P&I Members' insurance arrangements. This is comfortably ahead of the earliest anticipated implementation date for Solvency 2 of January 2014."

Ship agents hit by "telex" releases:

Multimodal mutual insurer International Transport Intermediaries Club (ITIC) says that mistakes in arranging so-called 'telex releases' are a frequent and growing source of claims against ship agents. ITIC points out that this practice, of liner agents frequently having to arrange for cargo to be released against bills of lading surrendered at the port of loading, is risky, as no bill of lading is collected at the discharge port, and misdelivery of cargo frequently results.

In the latest issue of its Claims Review, ITIC cites a recent incident in which two containers, both consigned to the same company, were shipped to a port in the Netherlands. The shipper gave instructions to the load port agent to release one of the containers. This authority was passed to the discharge port agent, who mistakenly released both containers. The consignee never paid for the second container, and the shipper appointed lawyers to pursue recovery from the shipping line of Euro 76K the value of the cargo in the second container. The claim was eventually settled, after negotiation, for Euro 66K which was claimed from the discharge port agent.

ICS sees surge in shipping students:

Newly released statistics from the London headquartered Institute of Chartered Shipbrokers (ICS) show a 44% rise in the number of students taking its exams. 5,838 have already confirmed that they will be taking the ICS exams in 2012.

According to ICS, this increase is further evidence that internationally, maritime businesses are heeding professional advice to maintain and/or increase training budgets and not cut them during recessionary times in order to emerge fitter from an economic downturn.

ICS director Julie Lithgow commented: "It is very encouraging to see an increased commitment to quality training from both the maritime industry and individuals seeking recognition as maritime professionals. This significant increase in examination registrations is indicative of the ability of the maritime industry to look to the future during austere times."

The professional examinations provided by ICS mark the start of the path to ICS membership and cover 16 subject areas from Legal Principles to Terminal Management. All examinations - Foundation and Advanced Diplomas, as well as Professional Qualifying Examinations - are undertaken in April every year.

International Code for the Application of Fire Test Procedures (2010 FTP Code) mandatory from 1 July 2012. Briefing: 26, July 3, 2012:

Amendments to the International Convention for the Safety of Life at Sea (SOLAS) to make mandatory the International Code for the Application of Fire Test Procedures (2010 FTP Code) came into force on 1 July 2012, thereby enhancing the fire safety provisions onboard all ships.

The 2010 FTP Code provides the international requirements for laboratory testing, type-approval and fire test procedures for products referenced under SOLAS chapter II-2 (which includes regulations on fire protection, fire detection and fire extinction).

The 2010 FTP Code includes the following: test for non-combustibility; test for smoke and toxicity; test for "A", "B" and "F" class divisions; test for fire door control systems; test for surface flammability (surface materials and primary deck coverings); test for vertically supported textiles and films; test for upholstered furniture; test for bedding components; test for fire-restricting materials for high-speed craft; and test for fire-resisting divisions of high-speed craft.

It also includes annexes on products which may be installed without testing and/or approval and on fire protection materials and required approval test methods.

Other amendments entering into force on 1 July 2012

Other amendments to international treaties which entered into force on 1 July 2012 include:

- amendments to SOLAS regulation V/18 to require annual testing of automatic identification systems (AIS);
- amendments to SOLAS regulation V/23 on pilot transfer arrangements, to update and to improve safety aspects of pilot transfer;
- amendments to safety certificates in the SOLAS appendix and SOLAS Protocol of 1988, relating to references to alternative design and arrangements;
- amendments to the International Convention for Safe Containers, 1972, to include addition of new paragraphs in Regulation 1 Safety Approval Plate, specifying the validity of and elements to be included in approved examination programmes; the addition of a new test for containers being approved for operation with one door removed; and the addition of a new Annex III Control and Verification, which provides specific control measures to enable authorized officers to assess the integrity of structurally sensitive components of containers and to help them decide whether a container is safe to continue in transportation or whether transport should be stopped until remedial action has been taken; and
- a new chapter 9 of the International Code for Fire Safety Systems (FSS Code), related to fixed fire detection and fire alarm systems.

ICS calls on IMO to speed up study on low sulphur fuel needs:

The International Chamber of Shipping (ICS) has called on the IMO to accelerate a critical study into the global availability of low sulphur fuel for ships.

ICS has expressed concern for some time about whether sufficient fuel will be available to allow ships to comply with strict IMO regulations aimed at reducing sulphur emissions and whether, as result of insufficient supply, the costs for those ships which are able to obtain the required fuels might be prohibitively expensive.

In a submission to the IMO Marine Environment Protection Committee (MEPC), which meets in October, ICS again pressed the IMO to start work now on a study to consider the impact of all the major changes required by the new MARPOL regime, before it is too late for the oil refining industry to respond and invest.

There is already a formal mechanism in MARPOL Annex VI for IMO to complete a review by 2018, of progress made towards meeting the demand for 0.5% sulphur fuel that must be used globally outside of ECAs by 2020 or 2025.

However, ICS stressed that the enormity of the switch to distillates and its economic impact on shipping should not be underestimated.

ICS secretary general, Peter Hinchliffe said: "Governments will surely want to avoid any perception that a blind eye has been turned to the practical implementation of the measures as the issue of fuel availability becomes increasingly pressing.

"It is essential that a global fuel availability study is carried out sufficiently in advance of 2020 in order to give the refiners adequate time to invest and react. The major refinery upgrading required could take a minimum four or five years, perhaps longer, and we fear that completing the study in 2018 would simply be too late.

"The need to move forward the IMO study is more important than ever now that the European Union has signalled that it will definitely implement the 0.5% requirements in 2020, even if the IMO study results suggest, as permitted by MARPOL, that full implementation should be postponed until 2025 to ensure the availability of sufficient quantities of compliant fuel," he concluded.

In its submission to IMO, ICS has suggested that a preliminary IMO study of the availability of compliant fuel, taking into account the introduction of the 0.1% sulphur in fuel requirements to be used in the Baltic Sea, North Sea and the North American ECAs in 2015, would provide a suitable test case.

Such a study would provide a projection of possible scenarios resulting from the introduction of the 2015 0.1% ECA standard, against the background of the world market. This could then be considered in comparison with the real situation encountered in 2015.

Hinchliffe emphasised: "When the global requirement to switch to distillate was adopted four years ago, ICS supported the agreed IMO timetable as an acceptable compromise. But if the switch to low sulphur fuel is to be successful, those governments that advocated such ambitious goals need to do everything possible to help ensure that the refineries are able to deliver. We strongly believe this means undertaking the required studies of fuel availability as soon as possible."

The current 50% price differential between low sulphur distillate and the residual fuel oil that is available today is predicted to increase further if the new demand that will be created by the MARPOL requirements is not matched by increased supply.

Exhaust gas cleaning systems, or 'scrubbers' have been predicted to cost in excess of \$2 mill per engine if fitted on board larger ships. H

however, it is still unclear whether these will be technically, environmentally, or economically viable for use on a widespread basis before the 2015, or 2020 deadlines, the ICS said.

MISC tanker badly damaged by fire and explosions:

MISC's 38,000 dwt chemical tanker 'Bunga Alpina' was rocked by fire and explosions yesterday morning, while loading methanol at Labuan. Lightening was believed to have caused the fire resulting in several explosions, local sources said, claiming at least one crew member's life. In a statement this morning, MISC said that the fire had been contained. The company confirmed that the 38,000 DWT IMO II tanker had 29 crew on board at the time of the incident, comprising 23

Malaysians and six Filipinos. Of those, 24 had been brought to shore, one had died and four were missing.

The Labuan Fire & Rescue Department is due to conduct an assessment of the vessel before authorising a search effort to be conducted on board for the missing four crew members.

MISC said that it had mobilised industry experts to support the Malaysian authorities in ensuring the continued protection of the environment, vessel and community surrounding the area. The company claimed that it was also co-operating fully with the authorities in relation to the investigations.

The fire was said to have raged for 18 hours on board the vessel, which was berthed at the Petronas methanol jetty at Pulau Enoe, Labuan.

The 'Bunga Alpina' is now sitting on a shallow seabed after firemen and maritime officials failed to pull her off the wharf during the height of the fire. Malaysian Maritime Enforcement Agency Sabah chief First Admiral Karunathi said an attempt had been made to pull the ship from the wharf using a tug but the cable burned.

Labuan police chief Supt Saiman Kasran confirmed that witnesses had reported the fire occurring during flashes of lightning, according to local news reports.

Russia seeks to establish Naval Bases Overseas:

Russia has hopes to set up its first overseas naval base since the Soviet Union collapsed in 1991. The country is looking at Cuba, Vietnam, and the Seychelles as potential locations.

Russia has recently been increasing the reach of its navy, sending warships further than usual as part of an effort to restore pride in the country's military.

Russia did have an impressive naval base in Vietnam, but vacated it in 2002 as rent payments were a drain on state funds. Currently, Russia has only one naval facility outside of its territory - a maintenance and supply facility in the Syrian port of Tartous. The fate of this facility is still tentative due to the ongoing conflict in Syria.

Russia wants sites for technical and material support. Bases in the three aforementioned countries are reportedly not fit for full-scale naval facilities.

According to the Financial Times, Vietnam's President has stated that his country has no intention of cooperating with any country with the aim of military use of the port of Cam Ranh. He then clarified that a maintenance and service facility at the port would be open to ships from all nations. He lastly mentioned that, in the interest of furthering a strategic partnership with Russia, Vietnam can provide Russia with advantages in Cam Ranh, including the aim of developing military cooperation.

Penalties For Piracy: The prosecution of Somali pirates has gone global. Today, ten nations on four continents have convicted Somalis who were involved in the epidemic of piracy and armed robbery at sea which began in 2008, and at least six other nations have cases pending. Any nation can arrest suspected pirates on the high seas-piracy is the oldest international crime-yet international law defines only the crime, not the penalty. As a result, the current piracy prosecutions have led to a massive cross-national variance in both actual and possible punishments. The cross-jurisdictional differences appear

to have less to do with the underlying conduct or culpability of the pirates than with variations in the municipal statutes, sentencing norms, and judicial views of the nations that happen to take custody of the pirates.



This paper presents the first global empirical study of the penalties for piracy. It compiles an original data set of sentences imposed on Somali pirates outside of Somalia. It examines the sentences in relation to the characteristics of the particular crimes as well as other factors. It finds that worldwide, the sentences imposed on pirates for similar crimes range from four years to life in prison. The average sentence globally is 16 years- quite high in relation to sentences administered by international tribunals for more severe international offenses such as genocide and war crimes. Yet the average belies a massive variance across jurisdictions, with European nations and Kenya giving sentences that are one-third to one-half the global average and the US imposing sentences several times longer. The disparity in sentencing raises the issue of equity among defendants, particularly because the defendants are all engaged in similar conduct but their punishments depend on where they happen to be tried.

Several approaches can be taken to mitigate these inequities. First, and most simply, national courts sentencing Somali pirates should consider the sentencing practices of foreign courts in similar cases. Given that most prosecuting nations have not completed more than one or two cases, if any, such external information could be useful in promoting at least some natural convergence. The cross-national variance shows that an increase in the number of prosecuting nations has its costs; thus, second, a dedicated international court or a small number of regional piracy centers would reduce the problem of sentencing being fundamentally inconsistent across countries.

The Challenge of Survival as a Pirate Hostage:

'The merchant seafarer does not go out to sea ... properly trained' for piracy-hostage survival - Report

The Filipino mariner left Iraq bound for the United States, but Somali pirates hijacked his merchant ship in the Arabian Sea. Seven months of torment followed, a report said. Endurance of the pirates' violence, cruelty, and deprivations would have been difficult enough for a military man who had received "conduct after capture" survival training. This civilian, however, had no such preparation.

"For months, we were exposed to many types of violence during captivity. Pirates were killing each other in front of us," the merchant mariner recalled. "We were even shown horrible videos made by the pirates. One video shows how the pirates beheaded other members of a rival pirate gang. They would tie up the other pirate like a pig and then behead the pirate [with a knife]. ... I could not sleep for several nights. The pirates told us that the same thing will happen to us if the ransom is not paid."

After his release he returned home to the Philippines. Despite the large decrease in income for his family, he quit his maritime

job for medical reasons, the man told a researcher for the Maritime Piracy Humanitarian Response Programme (MPHRP) and the Oceans Beyond Piracy (OBP) project. His account is in The Human Cost of Somali Piracy, 2011, a report released last month by the OBP and the International Maritime Bureau (IMB). So is this account of sadism on a captive ship.

"At 2 a.m., [we] were both woken and pushed to the bridge deck outside the bridge. Our hands were tied together with plastic cable ties and our feet were tied in the same way," another ex-hostage recalled. "Then we were double-tied with nylon rope which then was used to pull our hands and feet together behind our backs. We were left like this for some time and they tightened the ropes every so often. After a while a pirate went to my colleague and opened his jeans and took a cable tie and wrapped it around his genitals and pulled it tight.

"Then they came to me and did the same thing though they also removed my underwear and wrapped the cable [tie] around my testicles and pulled it tight," the anonymous seafarer continued. "We were like this for 20 minutes or so both crying out in pain until an older pirate released us, and as we couldn't walk they carried us back to the cabin. The next day we saw that the pirate who helped us was badly beaten by the younger pirates."

One in 10 tortured

Somali pirates held 1,206 hostages last year, the Human Cost report said. Twenty-six had been held for more than two years. Hostages remained aboard captured ships, where living conditions often become seriously squalid, or were held at secret locations inland. (Six of the hostages were "tourists and aid workers," the report said.)

"This number represents 561 people captured in 2011 and 645 people who were taken captive in 2010 and remained in pirate hands for some or all of 2011," it said. "The fact that 645 people were taken in 2010 and remained hostage in 2011 highlights the large number of attacks in late 2010, an increase in the average length of time to negotiate the ransom, and in some case, stalled negotiations. The victims are citizens of more than 47 countries, the vast majority of which are from Asia-especially the Philippines, China, and India."

Thirty-five hostages died in 2011. The report listed the causes as pirates' violence (8 deaths); "disease or malnutrition caused by lack of access to adequate food, water, and medical aid" (8 deaths); or, the outcome of individual escape attempts, coalition-naval rescue attempts, or "being used as human shields by the pirates" (19 deaths). One figure defies tally: the number of local fishermen forced to crew their own dhows after they are hijacked for use as motherships-if the men are not killed outright.

The researchers interviewed crew members from among the 23 hijacked merchant vessels that were released by pirates in 2010-11. Researchers also used data from the European Union Naval Force, US Navy Office of Naval Intelligence, and IMB.

"More than half of the hostages were physically abused in at least one instance... [which] ranged from pushing and slapping to being punched," the report said. "Approximately 10% of hostages were subjected to extreme abuse resulting in lasting physical and psychological injuries. These incidents included assaulting hostages with ... sticks, wires, rifle butt, plastic tie-ups, cigarette butts, and pliers that were used to squeeze fingers and pull out fingernails. Hostages were also forced to stand for extended periods in the burning sun."

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Pirates also "inflict psychological abuse ... as they seek to terrorize the hostages, their families, and the ship owners in order to speed up the ransom negotiations," the report said. This includes "threats of execution or acting out mock executions, attempts to divide the crew along existing lines of division, and repeated claims that the hostages have been abandoned and will never go home."

Impatience and ignorance

Merchant ships with armed security teams never have been hijacked in the High Risk Area (HRA). However, fewer than half of the hundreds of commercial vessels transiting the HRA each year carry contracted security. And, the coalition naval forces cannot be everywhere.

Ransoms to Somali pirates totaled \$135 million in 2011, according to media and industry reports. The pirates want a big payoff for each hijacking-and they do not want to wait long.

"A breakdown or slow progress in [ransom] negotiations" is one reason for physical and psychological abuse of hostages, the Human Cost report said. "Pirates' basic ignorance in the workings of a ship" is another. On one hijacked vessel, for example, "pirates demanded that the hostages run the diesel generators using crude oil.

"When the hostages refused and tried to explain that it would spoil the generators, they were slapped, kicked, tied up and made to stand in the sun, stripped, and beaten with wooden sticks and iron rods. In this incident, the pirates also squeezed the hostages' fingers using pliers."

In a cruel divide-and-conquer tactic, pirates use abuse-or withhold it-to cause hostages to turn on each other or to extract information useful in ransom negotiations.

"The merchant seafarer does not go out to sea expecting to face such circumstances, and is not properly trained to cope with the events" of captivity by Somali pirates, the report said. "During their long months of captivity, hostages are largely on their own, with no tangible support possible from the [ship] owners, flag state, or family."

Hostage mariners, especially those who have been abandoned by their employers, face great peril. It is equivalent to that of military prisoners of war (POWs) in an armed conflict, according to an American expert on laws pertaining to human rights, the military, and terrorism.

Painful lessons learned

"A POW is entitled by the law of war to all the protections set out in the Geneva Conventions. He may not be abused in any way and only is required to give name, rank, and serial number," said Jeffrey Addicott, director of the Center for Terrorism Law at St. Mary's University School of Law in San Antonio, Texas. "As a practical matter, democratic states like the US do not fight other democratic states, but rather totalitarian states or enemy combatants that have no regard for the Geneva Conventions. Our POWs are routinely tortured in every war we have engaged in since World War II.

"On the other hand, civilians that are captured by pirates have no protections under the law of war. They are being detained by non-state actors who have a special designation under international law as 'pirates.' There is no body of international law that protects them per se. Then, again, even if there were such standards, pirates could not be expected to comply with them. By definition they are outside any rule of law," said

Addicott, a retired Army Judge Advocate General officer.

Military personnel in many nations are trained for the worst case of separation and isolation from friendly forces and possible capture (then abuse, interrogation, and political-indoctrination attempts) by the enemy. This form of training goes by different names, such as conduct after capture (CAC) or the post-Vietnam "survival, evasion, resistance, escape" (SERE). Courses are based on the specific threats, human and environmental, as well resources and possible allies in an area of operation. Training can focus on an enemy's anticipated behaviors; for realism, even by using trained role-players in a mock POW compound. It gives sailors, aviators, ground troops, and special operators a small edge in the face of a bad predicament.

Addicott, a former senior legal adviser to the Army's Special Forces, said that until Somali piracy is eradicated-by decisive use of overwhelming military force-merchant mariners transiting the HRA should be trained for hijack and captivity.

"All personnel should receive SERE training and be provided with training courses on what to expect if captured," he said recently. "All personnel sign waivers where they agree not to sue their employers should they be captured. These strict liability contracts may not hold up in all courts. Employers should provide training to protect themselves from liability and to provide basic survival skills to merchant mariners."

The ex-JAG officer added, "What is the right thing to do?"

Some survival "lessons" are emerging. The Human Cost report said many hostages "used prayer, meditation, and reading books to pass their time and maintain their sanity.

"If allowed by the pirate guards, the hostages watched videos or played games. In most cases the hostages stayed together and avoided any confrontation with the pirate guards," the report continued. "On one vessel, all communication was conducted via a designated hostage to reduce the chance of miscommunication. In most cases, the hostages encouraged and gave hope to each other."

A Croatian ex-mariner who was a hostage in Nigeria recalled what he had to do to survive: "I was following their orders blindly without any resistance."

Jurica Ruic was an officer on a floating storage and offloading (FSO) vessel carrying 1 million barrels of crude oil when it was raided in 2007 in the Gulf of Guinea by the "Movement for the Emancipation of the Niger Delta" (MEND). The guerrillas, mostly ex-soldiers, not only had automatic weapons and grenade launchers but also a large amount of plastic explosive in their speed boats-and were prepared to use it on the huge tanker.

Piracy costs more than just a Ransom:

Crewmen were taken inland and held captive in a military-style camp guarded by MEND and surrounded by dangerous jungle. After his release, Ruic never went back to sea for medical reasons. He now is a lecturer and consultant on maritime security.

Ruic acknowledges the duration of his captivity-33 days-in Nigeria was shorter than that of many mariners held hostage by Somali pirates. Also, there are differences in motivation, behavior, and tactics between MEND, which wages guerrilla warfare against foreign development of Nigeria's petroleum resources, and the Somali pirates on the other side of the continent. "The first and the most important difference: MEND

(Contd. on page 17)

DIRECTORATE OF SHIPPING (Ministry of Shipping, Govt. of India)
LIST OF PRE-SEA MARITIME COURSES WITH ITS ELIGIBILITY CRITERIA AND INSTITUTES
FOR ENTRY INTO MERCHANT NAVY – RATINGS

Sr.No.	Name of course	Minimum Academic Qualification	Maximum Age limit	Institutes
1.	<p>6 months pre-sea course for General Purpose Rating</p> <p>6 Month Pre-Sea Course for General Purpose Rating for &</p>	<p>Pass with aggregate 40% marks in 10th Standard from a recognized Board with Science, Mathematic as subjects and with minimum 40% marks in English language.</p> <p>Pass in 2-Year I.T.I. course from Govt. Approved Institute with minimum 50% aggregate marks in final year and minimum 40% marks in English at 10th or Diploma Exam.</p> <p>[The admission will be only through Common Entrance Test]</p>	<p>Between 17.5 to 25 years.</p> <p>Between 17.5 to 25 years.</p>	<ol style="list-style-type: none"> 1. Orissa Maritime Academy, Paradip 2. Trident College of Marine Technology, Kolkata 3. Maritime Education Training & Research Insitute, Kolkata 4. Maritime Academy of India, Kolkata 5. Asha Institute of Marine Technology, Varanasi 6. Sriram Institute of Maritime Studies, New Delhi 7. Acqatech Institute of maritime Studies, New Delhi 8. J. Sons Merchant Navy Institute, Meerut 9. Euro Tech Maritime Academy, Kochi 10. Commander Ali Academy of Merchant Navy, Secudarabad 11. Sri Chakra Maritime College,Auroville 12. Balaji Seaman Training Institute, Chennai 13. Cosmopolitan Technology of Maritime, Chennai 14. Hindustan Institute of Maritime Training, Chennai 15. Indus Seafares Training Academy, Chennai 16. International Maritime Academy, Chennai 17. Maritime Foundation, Chennai 18. Southern Academy of Maritime Studies, Chennai 19. Tamilnadu Maritime Academy, Chennai 20. Maritime Training Academy, Daman 21. Sea Scan Maritime Academy, Goa 22. NUSI Maritime Academy, Goa 23. Columbus Maritime Training Institute, Khopoli 24. MMTI's Education & Research Trsut, Khopoli 25. Arya Marine Academy, Mumbai 26. T.S. Rahaman, Navi Mumbai 27. Bonzer Academy of Maritime Studies, Mumbai 28. B.P. Marine Academy, Navi Mumbai 29. Yak Education Trust, Khopoli 30. Baba Marine Institute, Mumbai 31. Marine Medical Clinic, Mumbai 32. Marine Officers Training Academy, Pondicherry 33. Dr.B.R. Ambedkar Govt.Polytechnic, Port Blair 34. School of Seamanship and Nautical Technology, Kanchipuram, Tamilnadu
2.	Pre-sea Training for personnel to man Dredgers, Tugs, OSVs, etc on N.C.V [Deck]	<p>Minimum 10th standard passed from a recognized Board, physically fit male or female.</p> <p>Candidates with ITI qualification as per Engineering Circular No.ENG/EXAM-17(9)/99 will be given preference.</p>	17.5 yrs to 25 years	<ol style="list-style-type: none"> 1. Yak Education Trust, Khopoli

Jahaz Bhavan, Walchand Hirachand Marg, Ballard Estate, Mumbai - 400001.

Phone : 022-22613651-54, [Ext: 272, 262] Fax : 022-22613655, e-mail : dgship@dgshipping.com, web : www.dgshipping.com

Sr.No.	Name of course	Minimum Academic Qualification	Maximum Age limit	Institutes
3.	Pre-sea Training for personnel to man Dredgers, Tugs, OSVs, etc on N.C.V [Engine]	Minimum 10th standard passed from a recognized Board physically fit male or female. Candidates with ITI qualification as per Engineering Circular No.ENG/EXAM-17(9)/99 will be given preference	17.5 yrs to 25 years	Not yet approved.

SALOON RATINGS

1.	B.Sc.[Maritime Hospitality Studies]	12th Standard passed from a recognised Board, with aggregate 50% marks and minimum 50% marks in English subject at 12th or 10th standard exam.	25 years	1. T.S. Rahaman, Navi Mumbai
2.	6 months Certificate Course in Maritime Catering	Pass with aggregate 40% marks in 12th standard from any stream, from a recognized Board with English as a subject. The candidate to obtain atleast 40% marks in English either at 10th or 12th standard.	Between 17.5 to 25 years	1. Trident College of Marine Tech, Kolkata 2. Maritime Education Training & Research Inst, Kolkata 3. Euro Tech Maritime Academy, Kochin 4. Sea scan Marine Services Pvt. Ltd., Goa 5. NUSI Maritime Academy, Goa 6. Columbus Maritime Training Institute 7. MMTI's Education & Research Trust 8. TS Rahaman, Navi Mumbai, Panvel 9. B.P. Marine Academy, Navi Mumbai 10. Francons Marine Academy, Goa 11. Marine Medical Clinic, Mumbai 12. Cospopolitan Technology of Maritime, Chennai
3.	18 days Orientation Course for catering personnel	Candidates holding Degree/Diploma in Hotel management from recognized and reputed board or the universities	18 to 25 years	1. Euro Tech Maritime Academy, Kochi. 2. T.S. Rahaman, Nhava, Navi Mumbai.

DECK OFFICERS

1.	One year Pre-Sea Diploma in Nautical Science leading to B.Sc Nautical Science affiliated to Indian Maritime University	(a) Pass in (10+2) or equivalent examination with Physics, Chemistry, Mathematics and English as separate subjects with a PCM average of not less than 55%	25 years	1. Trident College of Marine Technology, Kolkata . 2. International Institute of Maritime Studies & Research, West Bengal 3. Dr. B.R. Ambedkar Govt. Polytechnic, Port Blair 4. Applied Research International, New Delhi. 5. Aquatech Institute of Maritime Studies, New Delhi 6. International Maritime Institute Ltd., Greater Noida 7. Shriram institute of Maritime Studies, New Delhi 8. Euro Tech Maritime Academy, Kaloor, Kochi 9. Sailors Maritime Academy, Vizianagaram 10. International Maritime Academy, Chennai 11. Maritime Foundation, Chennai
		OR (b) B.Sc. in Physics, Mathematics, Chemistry or Electronics with Physics as individual subject in one of the year, with an average of not less than 50% of marks in the final year.	25 years	
		OR (c) B.E./B. Tech. Degree from I.I.T. or from a college recognized by AICTE with an average of not less	25 years	

Sr.No.	Name of course	Minimum Academic Qualification	Maximum Age limit	Institutes
		<p>than 50% of marks in the final year. The candidates should have obtained 50% marks in English language at 10th or 12th Std or in the Degree course conducted by recognized Board or any University. Note : Selection of the candidates and their admissions will be through Combined Entrance Test conducted by Indian Maritime University Web site : www.imu.tn.nic.in</p>		<ol style="list-style-type: none"> 12. National Maritime Academy, Chennai 13. Southern Academy of Maritime Studies, Chennai 14. Hindustan Institute of Maritime Training, Chennai 15. Tolani Maritime Academy, Pune 16. B. P. Marine Academy, Navi Mumbai 17. Maritime Training Institute, Powai, Mumbai 18. T S Rahaman, Nhava, Navi Mumbai, Panvel Taluka 19. T S Chanakya, [IMU Mumbai Campus] Navi Mumbai 20. MMTI'S Education & Research Trust, Khopoli, Maharashtra. 21. Samundra Institute of Maritime Studies, Lonavala, Maharashtra. 22. Great Eastern Shipping co. Training Instiutte, Lonavala 23. Yak Education Trust, Khopoli, Maharashtra 24. Cosmopolitan Technology of Maritime, Chennai 25. Anglo Eastern Maritime Institute, Karjat 26. Vishwakarma Maritime Institute, Pune 27. HIMT College, Kanchipuram, Tamilnadu 28. Centre for Maritime Education and Training, Lucknow 29. Perunthalaivar Kamarajar Institute of Maritime Science and Engineering, Chidambaram 30. RVS College of Maritime Science and Engineering, Karaikal, Pondicherry. 31. Sai Ram Shipping Science Institute 32. Shirdi Sai Nautical Science Academy 33. C.V. Raman College of Engineering 34. Marine Officers Training Academy, Pondicherry
2.	3-Year B.Sc. Degree in Nautical Science	<p>Pass in (10+2) or equivalent examination with Physics, Chemistry, Mathematics and English as separate subjects with a PCM average of not less than 60% and with 50% marks in English language at 10th or 12th std exam.</p>	25 years	<ol style="list-style-type: none"> 1. Indian Centre for Advancement of Research & Education, Haldia 2. Institute of Technology & Marine Engineering, Kolkata 3. Academy of Maritime Education & Training, Chennai 4. Southern Academy of Maritme Studies, Chennai 5. Vel's Academy of Maritime Studies, Chennai 6. Coimbatore Marine College 7. T.S. Chanakya, Navi Mumbai 8. T.S. Rahaman, Navi Mumbai 9. International Maritime Academy, Chennai 10. B.P. Marine Academy, Panvel 11. Maharashtra Academy of Naval Education and Training, Pune 12. Seacom Maritime College, Kolkata

Sr.No.	Name of course	Minimum Academic Qualification	Maximum Age limit	Institutes
3	4 Years B.S. [Nautical Technology]	Pass in (10+2) or equivalent examination with Physics, Chemistry, Mathematics and English as separate subjects with a PCM average of not less than 60% and with 50% marks in English language at 10th or 12th std exam.	25 years	13. HIMT College, Kanchipuram, TN 14. Mangalore Marine College, Mangalore 1. RL Institute of Nautical Science, Madurai 2. Tolani Maritime Institute, Talegoan

DUEL OFFICERS

1.	3 year Polyvalent (Dual certification) course leading to B.Sc (Maritime Science) Degree	Pass in (10+2) or equivalent examination with Physics, Chemistry, Mathematics and English as separate subjects with a PCM average of not less than 60% and with minimum of 50% in English language at 10th or 12th std exam.	25 years	1. Marine Engineering & Research Institute, Mumbai
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ENGINE OFFICER

1	4-Year Degree course in Marine Engineering	(a) Pass in (10+2) or equivalent examination with Physics, Chemistry, Mathematics and English as separate subjects with a PCM average of not less than 60% OR	25 years	1. CV Raman College of Engineering, Bhubaneswar 2. Institute of Technology & Marine Engineering, West Bengal 3. Marine Engineering & Research Institute [IMU kolkata Campus], Kolkata 4. International Maritime Institute Ltd., Greater Noida 5. Academy of Maritime Education and Training, Chennai 6. Coimbatore Marine College, Coimbatore 7. Mohamed Sathak Engineering College, Kilakarai, TamilNadu 8. PSN College of Engineering & Technology, Tirunelveli 9. R.L. Institute of Nautical Science, Madurai 10. Sri Venkateshwara College of Engineering, Sriperumbudur 11. Vel's Academy of Maritime Education and Training, Chennai 12. M/s. GKM College of Engineering & Technology Chennai 13. Maharashtra Academy of Naval Education and Training, Pune
		(b) Candidate can join 2nd year of 4-Year Marine Engineering Degree Course provided he has passed 1st year training from the Alternate Training Scheme, approved by D.G. Shipping (This will not be applicable to MERI.) OR	25 years	
		(c) Candidates can join 2nd year of 4-Year Marine Engineering Degree Course who have passed 1st year from the Engineering College in other streams like Mechanical or Electrical approved by AICTE with minimum 60% average marks. OR	25 years	
		(d) Candidates can join 2nd year of 4-Year Marine Engineering Degree Course who have passed 3 years Diploma Course in Mechanical / Marine / Electrical / Electrical and Electronics from the colleges approved by AICTE or State Board of Technical Education with minimum 55% of aggregate marks in the last year of Diploma Course. OR	25 years	

Sr.No.	Name of course	Minimum Academic Qualification	Maximum Age limit	Institutes
		A candidate can join 2nd year of 4 Year's Marine Engineering Degree course who have passed 4 years Diploma in Shipbuilding Engineering from the colleges approved by AICTE or State Board of Technical Education with minimum 55% aggregate marks in the last year of diploma course The candidates should have obtained with minimum of 50% marks in English language at 10th or 12th Std or in the Degree / Diploma course conducted by recognized Board or any University.		14. Tolani Maritime Institute,Pune 15. The Praveenya Institute of Marine Engineering & Maritime Studies, Visakhapatnam, 16. SAMS College of Engineering and Technology, Thiruvallur 17. International Maritime Academy, Chennai 18. Euro Tech Maritime Academy, Cochin 19. Sri Nandanam College of Engineering, Chennai 20. Narool Islam college of engineering 21. Cochin University of Science & Technolgy, Cochin 22. Park Maritime Academy, Coimbatore 23. Secom Engineering College, Kolkatta. 24. Samundra Institute of Maritime Studies, Lonavla. 25. Mangalore Marine College, Mangalore 26. HIMT College, Kanchipuram, Tamilnadu

DEGREE / DIPLOMA HOLDER – ENGINE OFFICER

1	1-year Marine Engineering Course.	Graduation in BE (Mechanical) Engineering / Naval Architecture with minimum marks of 50% in final year and with minimum 50% marks in English language at 10th or 12th or in Degree Exam.	28 years	<ol style="list-style-type: none"> Garden Reach Ship Builders & Engineers Ltd. Gandhinagar, Kolkata International Maritime Institute Ltd, Greater Noida 201306 Gautam Budha Nagar (UP) Cochin Shipyard Ltd.,Perumanoor,Kochi Chidamabarm Institute of Maritime Technology, Chennai Coimbatore Marine Centre, Coimbatore - 641 045. M/s. Maritime Foundation, Chennai 600094 M/s.Academy of Maritime Education & Training, Chennai-93 Vel's Academy of Maritime Education and Training, Chennai 603103. Institute of Maritime Studies, Vasco-da-Gama,Goa Marine Engineering and Research Institute, [IMU Mumbai Campus], Mumbai-400 033. Samundra Institute of Maritime Studies, Lonavala, Maharashtra Great Eastern shipping company Training Institute, Lonavala, Pune RL Institute of Nautical Science, Madurai PSN College of Engineering, Tirunelveli. C.V. Raman College of Engineering, Bhubaneswar Vishwakarma Maritime Institute, Pune Mangalore Marine College, Mangalore HIMT College, Kanchipuram, Tamilnadu
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Sr.No.	Name of course	Minimum Academic Qualification	Maximum Age limit	Institutes
2	2-year Marine Engineering course	(a) Pass Diploma in Mechanical /Marine/ Naval Architecture / Electrical / Electrical and Electronics Engineering with minimum marks of 50% in final year and with minimum of 50% marks in English language at 10th, 12th std or Diploma exam. (b) Passed Diploma in Shipbuilding Engineering with minimum marks of 50% in final year (4 year course) and with minimum of 50% marks in English language at 10th, 12th std or Diploma exam	28 years	19. Praveenya Institute of Marine Engineering & Maritime Studies, Vizag, AP 20. Anglo Eastern Maritime Academy, Karjat, Maharashtra. 1. Dr. B.R. Ambedkar Govt. Polytechniques, Port Blair, Andaman & Nicobar 2. M/s Chidambaram Institute of Maritime Technology, Chennai 600001 3. M/s Southern Academy of Maritime Studies Pvt. Ltd. Chennai 600013 4. M/s. Maritime Foundation, City Centre, Chennai 600094 5. Vel's Academy of Maritime Education and Training, Chennai 603103. 6. Institute of Maritime Studies, Vasco-da-Gama, Goa - 403802. 7. HIMT College, Kanchipuram, Tamilnadu 8. Coimbatore Marine College
3	2 1/2 years course for Marine Engineering under Alternate Training Scheme	Pass in (10+2) or equivalent examination with Physics, Chemistry, Maths and English as separate subjects with a PCM average of not less than 60% and with minimum 50% marks in English language at 10th or 12th std exam.	25 years	1. Chennai School of Ship Management, 37/39, Perambur High Road, Chennai - 600 012. 2. Don Bosco Maritime Academy, Mumbai

ELECTRO-TECHNICAL OFFICER

1.	Pre-sea Training for Electro-Technical Officers on merchant ships [Duration : 17 weeks] For certification as Electro-Technical Officer, 6 months onboard training is mandatory.	i) Passed 10+2 with Physics, Chemistry, Mathematics and English with minimum 50 % marks in final exams or must have obtained 50% marks in English subject either in 10th or 12th standard exam, from a recognised board. ii) Passed three years' Diploma or four years' Degree with 60% marks in Electrical Engineering, Electronics Engineering, Electrical and Electronics Engineering, Electronics and Telecommunication/ Communication Engineering, or Electronics and Instrumentation or equivalent. iii) The diploma /degree courses must have been recognised by any State or Central Government or the AICTE	35 years	1. Great Eastern Institute of Maritime Studies, Lonavala
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(Contd. from page 10)

are militants, they are not sea pirates as Somalis," he explained. "In most of the cases they have the same goal, which is money. MEND, as they are presenting themselves, are fighting for the benefit of Niger Delta but they are not doing that; they are fighting for their own pockets."

Other differences are cultural, he added, as Nigeria is both Muslim and Christian while Somalia is Muslim. The common challenges of hostage survival, however, outnumber the differences. One form of abuse to be endured is the mock execution: MEND did it to Ruic and his fellow hostages just as Somali pirates do it to their captives. The Nigerian guerrillas were not above killing some of their own right in front of the hostages, either.

Ruic is collaborating with ESPADA Marine Services, an international security contractor with management offices in San Antonio, Texas, in the development of hostage-survival training for merchant mariners.

The number of pirate attacks have fallen sharply in the first half of 2012, led by a drop in Somali piracy according to new figures from the International Chamber of Commerce's International Maritime Bureau (IMB). But the agency warns of a worrying increase of attacks in the Gulf of Guinea.

Overall, 177 incidents were reported to the IMB Piracy Reporting Centre (PRC) in the first six months of 2012, compared to 266 incidents for the corresponding period in 2011. The report showed that 20 vessels were hijacked worldwide, with a total number of 334 crew members taken hostage. There were a further 80 vessels boarded, 25 vessels fired upon and 52 reported attempted attacks. At least four crew members were killed.

The decrease in the overall number is primarily due to the decline in the incidents of Somali piracy activity, dropping from 163 in the first six months of 2011 to 69 in 2012. Somali pirates also hijacked fewer vessels, down from 21 to 13.

Nonetheless, Somali piracy continues to remain a serious threat.

"Somali pirate attacks cover a vast area, from the Southern Red Sea, Gulf of Aden, and Gulf of Oman to the Arabian Sea and Somali Basin, threatening all shipping routes in the north west Indian Ocean," said Pottengal Mukundan, director of IMB, which has been monitoring world piracy since 1991.

The report, in part, has attributed the noticeable decline in Somali piracy to the pre-emptive and disruptive counter piracy tactics employed by the international navies. This includes the disruption of mother vessels and pirate gangs. "The naval actions play an essential role in frustrating the pirates. There is no alternative to their continued presence," said Mr Mukundan. The effective deployment of Best Management Practices, ship hardening and, in particular, the increased use of armed guards, has also contributed to the falling numbers.

As of 30 June 2012, Somali pirates were still holding 11 vessels and 218 crew, 44 of whom were being held ashore in unknown locations and conditions.

The decline in Somali piracy, however, has been offset by an increase of attacks in the Gulf of Guinea, where 32 incidents, including five hijackings, were reported in 2012, versus 25 in 2011. In Nigeria alone there were 17 reports, compared to six in 2011. Togo reported five incidents including a hijacking, compared to no incidents during the same time last year.

The IMB report emphasized that high levels of violence were also being used against crew members in the Gulf of Guinea. Guns were reported in at least 20 of the 32 incidents. At least one crew member was killed and another later died as a result of an attack.

Tim Hart, senior maritime security analyst at global business risk consultancy Control Risks, suggests that an evolution in West African piracy has been evident since late-2010. "There are many tactical variations amongst pirate groups in that part of the world but perhaps of most concern has been the spread of Nigerian piracy westward. Groups based in Nigeria have increased their operational range and now threaten the waters off Benin and Togo, targeting product tankers in particular for the purpose of cargo theft via ship-to-ship transfer. Such attacks are quick and well-organised."

Survey reveals pay rises across Maritime

Sector: The latest Faststream Maritime Employment Review shows that despite shipping industry woes, salaries across the sector continue to rise.

Based on the responses of 4000 shipping professionals working in all the main shipping centres as well as seafaring officers worldwide, the survey by specialist maritime recruiter Faststream shows that half of the respondents reported a 5% + salary rise over the past 12 months. However, 30% of seafarers reported a decrease in their salary.

Other key findings of the survey include:

- Average salaries for Master Mariners working on passenger vessels remain the highest at \$153K
- Benefit packages offered by ship management companies have caught up with those on offer from shipowners
- Asia based ship operators and shipbrokers are 20% better paid than their European counterparts
- 9% of shore based shipping professionals reported a salary drop in 2012
- Officers who move from sea to shore after 6-10 years at sea can expect a significant rise in income over their career

Commenting on the results, Faststream Group CEO Mark Charman said: "Even though the shipping industry is being buffeted by poor vessel earnings, rising costs and ever more stringent regulations, salaries continue to rise. The sector suffers from a skill shortage and the pool of highly qualified people continues to shrink. This is both the legacy of a lack of training in the 1980s during the previous downturn and the often perceived low status of jobs in the shipping industry."

Overweight containers: a serious problem for ports and ships:

FONASBA, the international ship brokers and ship agents federation, has given its full backing to international government and industry efforts aimed at ensuring that shipping containers for export are accurately weighed.

The initiative, which is being led by the World Shipping Council in concert with shipowners' association BIMCO, the International Association of Ports and Harbours, the International Chamber of Shipping and the International Transport Workers Federation, as well as the maritime administrations of Denmark, the Netherlands and the United States, will be launched at the 17th session of IMO's Sub-Committee on Dangerous Goods, Solid

Cargoes and Containers (DSC 17) in September.

The problem of under-declared and unverified containers is a serious one for ports and ships. A paper to be put forward at the IMO meeting revealed that in recent containership accidents, some boxes had been up to ten tonnes heavier than the manifest weight, leading to stack collapse, capsizes and even contributing to the break up of the vessel.

Onshore, under-declaration has led to crane, straddle carrier and forklift failures as well as stack collapse, overturned trucks and damage to trains, roads and bridges.

With the ship agent being central to the movement of cargo to and from the vessel and port, issues arising from the handling of containers of unverified weight, especially those which are under-declared, can affect the agent anywhere along the transport chain.

FONASBA general manager, Jonathan Williams FICS said: "Ship agents see the problems which inaccurately weighed containers cause ports and ships every day. It is extremely worrying that there is currently no obligation for containers to be accurately weighed anywhere along the transport chain. FONASBA hopes that this initiative will rectify this anomaly and bring considerably more certainty, resulting in increased safety levels for all parties in the container shipping sector."

World Shipping Council President and CEO Chris Koch welcomed FONASBA's support for the initiative and said the Council and the other partners were looking forward to the Federation's input to the discussions in IMO and elsewhere.

Bureau Veritas simplifies ship certification system: France-based international classification society and Maritime London member, Bureau Veritas says it has put in place a completely new IT-based certification and ship status system. It is aimed at reducing the workload of shipowners and operators and simplifying access to ship information and status.

"In a world where so much is now done online ships' certificates are the last great area of outdated paperwork," explains Claude Maillot, ships in service director. "We have seen the ship's classification certificate grow from one simple page into a document with many pages and annexes which are built up of both printed and handwritten entries. It has become unwieldy, error-prone, open to confusion and difficult to maintain. Bureau Veritas' new certification system once more makes the ship's Certificate of Classification a simple one page document. Everything else is online in a standardised and easy to access format. That cuts down the chances of error, confusion and fraud and enables us to add new services to make life more efficient for ship owners and operators."

The new Bureau Veritas Certificate of Classification contains only the key identity of the ship and notation information. It is printed on recycled paper embossed with a logo to prevent fraudulent copies. All the other information which used to be attached as annexes is now updated electronically and can be accessed by owners and by charterers and port authorities if given access by the owner.

"Safe havens" for shipping lenders: The Cardiff-based Graig Group and Global Maritime Investments say they will provide lenders with workout solutions, safe havens and exit routes for distressed assets and under-performing shipping portfolios. The two companies say the joint approach brings together the long-term ship management experience and

bank contacts of Graig and the outstanding freight market expertise of GMI.

Graig Group CEO Hugh Williams says, "This is a slow burn crisis for shipping banks and it is by no means over. Banks are currently only really lending to offshore and LNG projects, while nursing portfolios of tankers and bulkers which may be under the water in value terms and in many cases are under-performing as loans. They want a lot of ships off their books or under better commercial and technical management and with GMI alongside us we can deliver that. We know there is a queue of ship managers outside every banker's door offering technical ship management, and there is private equity in the market place looking to pick up opportunities. This link up with GMI brings the two together in a powerful combination which can apply technical know-how and commercial presence to help banks clean up their portfolios."

New Danny FII protest: Maritime professionals' union Nautilus International has lodged fresh protests with the Panamanian authorities over what it says is a continued failure to publish a report on the investigation into the loss of the livestock carrier Danny FII in December 2009. Two Nautilus members were among the 44 crew who died when the vessel sank off the coast of Lebanon and the union has expressed concern that the register has still to produce a report on the incident, despite repeated claims that publication is imminent.

Soon after the ship's loss, a number of concerns were raised - including its port state control record and references to deficiencies including stability, structure and related equipment, and Nautilus says it is essential that a report is published in the results of technical investigations into the potential effects of any alterations to hull or equipment, and the factors affecting the stability of the vessel, the cause and nature of the initial ingress of water into the ship, and the life-saving appliances provided and used, and any difficulties experienced in their use.

Nautilus has written to the Panamanian authorities voicing concern at the continued delays in the publication of an accident investigation report. The Union has also written to UK shipping minister Mike Penning to call for diplomatic pressure to be exerted on the issue.

General secretary Mark Dickinson commented: "It is now more than two and a half years since this ship was lost and I believe it is utterly appalling that there is still no full and public report on the causes of the incident."

Pageant leader built to LR rules: Final preparations to the Gloriana The 24 metre long wooden row barge Gloriana that headed up Queen's Diamond Jubilee pageant on the Thames was under Lloyd's Register supervision and was just one aspect of the involvement of Maritime London members in the celebration. The barge was built in London and supervised by Lloyd's Register's Southampton-based UKI Marine Operations Team.

Keith Vernon, LR's principal specialist, said: "While the vessel will not be classed it will be certificated as an MCA Class V Passenger Vessel. To achieve this level of certification, it has been our responsibility to ensure that the hull was built in accordance with the approved plans and that the machinery and electrical aspects comply with our special service craft rules."

The Gloriana carries the LR coat of arms which was granted in 1957 and bears a mercantile crown, symbolising links with



the merchant marine, above an open Register Book, emblazoned by the image of a sailing ship and set against a red cross for the City of London. Apart from a team of 18 oarsmen, the craft can move silently through the water with the aid of twin propellers driven by electric motors. The power is drawn from a bank of lithium iron phosphate batteries.

"While the motors are not very powerful, they could be upgraded later on for operation in the lower reaches of the River Thames," said Mr Vernon.

Launched on 19 April and built specifically for the pageant, the Gloriana is the first royal barge to be built for almost 100 years. Going forward it will be used for more royal occasions and for corporate events by the Mayor of London.

Meanwhile maritime professionals' union Nautilus says that its diverse membership was well represented at the historic event. Nautilus members were among the crews taking part in one of the largest flotillas ever assembled on the river - with more than 1,000 powered, rowing and sailing vessels taking part from all over the world moving at the gentle pace of four knots set by the Gloriana.

The union notes that the importance of seafarers in the global economy was be highly visible. Former Merchant Navy and other ships from around the world with sails too high to pass under London's bridges were moored on both sides of the Thames from London Bridge to Wapping creating a one-mile 'Avenue of Sail'.

More than 100 staff at the Port of London Authority (PLA) crewed the 30 boats involved in marshalling the event, while PLA pilots, harbour masters, vessel traffic services officers, marine engineers, navigation experts and IT specialists kept the rest of the port (the UK's largest) working as normal.

Posidonia upbeat despite economic crisis: Posidonia 2012

Last week's Posidonia exhibition and conference in Athens struck an optimistic note despite the economic challenges facing both the shipping industry and Greece. The UK had a strong presence at the show and the British Embassy hosted a high profile reception with Maritime London and the Baltic Exchange.

There was a marked focus on energy issues during Posidonia week. The show organiser noted: "The persistent high oil prices and the burden of increased regulatory compliance have rendered energy management strategy development crucial for fleet owners worldwide, the shipping industry is on the verge of a new frontier where novel concepts and sophisticated approaches to ship design and performance verification methods emerge."

"Market conditions are not very good at the moment and there doesn't seem to be a quick-fix solution to the challenges facing the global shipping sector," said Oh-Yoon Kwon, general manager of the International Cooperation Department for the Korean Shipbuilders' Association (KOSHIPA), which is represented at this year's Posidonia exhibition with eight of its nine members. First-time Posidonia exhibitor Dae Sun is one of Korea's ship yards which has felt the pinch from the reduced number of newbuilding orders from Greek shipowners.

"Whatever the price of heavy fuel is in the future and no matter which type of fuel will prevail in years to come, shipowners need to adopt long-term strategies based on informed investment decisions which take into account their bespoke energy needs, potential fuel-saving areas and acquire a good understanding of future fuel types," said Nicholas Brown, marine communications manager, Lloyd's Register.

"In an increasingly complex world, the industry needs more sophisticated approaches to design and verification and Greek and international companies have already adopted tools such as our international energy management standard ISO 50001 in order to track and verify their fleets' performance," he added.

Senior representatives of the European Cruise Council (ECC) told the Posidonia Forum, that the growth of the cruise sector in Greece is being maintained, despite the difficult economic climate. ECC chairman, Manfredi Lefebvre D'Ovidio and Chairman of the ECC Port Sub-Committee, Neil Palomba, both warned of significant potential obstacles and challenges that could seriously threaten the steady growth of the sector, but added that incentives could help the cruise industry play a key role in the economic recovery of the country.

The ECC chairman told the Forum that Greece is "a key cruise destination in Europe", with some 4.7 million passengers arriving at Greek ports, 17% of the total European market, ranking third in Europe, only behind Italy and Spain. Passenger expenditure in Greece is some •470 million and direct cruise industry expenditure - passenger and cruise purchases, shipbuilding, employee compensation, cruise line purchases amounts to •14 billion across Europe, and close to •600mn in Greece.

At a press conference Union of Greek Shipowners president T Veniamis said: "Greek shipping endures and makes progress. Despite the deep financial crisis of the entire planet and especially Greece, Greek shipping remains at the top of the international league, closely connected with its national basis, with a fleet of 3,325 vessels, a total tonnage of 227 million dwt and average age of 10.5 years."

ICS stresses importance of European tonnage tax rules:

The International Chamber of Shipping (ICS) that strongly recommended that European tonnage tax regimes remain in place. In submission made by Simon Bennett, ICS director of external relations, to the European Commission's Consultation on State Aid Guidelines for Maritime Transport, ICS says that, subject to the minor clarifications which we strongly believe the tonnage tax regimes should be continued in their current form.

ICS says the tonnage tax regimes have provided a successful model that has been emulated by many other countries throughout the world, including India, Korea, Japan and the United States.

Mr Bennett notes: "Such tonnage tax regimes are also similar to the regimes based on tonnage fees (accompanied by low

rates of corporation tax) which have been implemented for many years by the maritime open registers in third countries (such as Bahamas, Liberia, Hong Kong and Singapore) under which about half of the world fleet is currently operated, and which provide direct competition to EU ship registers."

He added: "In the 1980s, the proportion of world tonnage using EU flags declined dramatically until the fortunes of EU shipping were restored by the introduction of state aid measures such as tonnage tax regimes 10-15 years ago. In the absence of the certainty and stability provided by the current State Aid Guidelines, the majority of shipping companies would have little option but to relocate to jurisdictions that provide comparable stability, which in practice will often mean the open registers that are located in third countries."

Indian Navy and Coast Guard to the rescue of the Indian Administration?

Rising attrition rate and the need to improve working of the Indian administration may compel the government of India to take the assistance of the Indian Navy and coast guard.

The Government of India is mulling over the idea of handing over the statutory functions of the Indian Administration (Directorate General of Shipping) to the Indian Navy and the Coast Guard. As a beginning, the two agencies are likely to begin posting some of their officials to operate from the office of the Director General of Shipping. This comes as a result of the DGS's inability to satisfactorily perform its regulatory and facilitative role owing to manpower crunch caused by the flight of professionals, inability to attract the right personnel or even enhance the strength of its staff.

The reason for this possible paradigm shift can be linked to many factors. In fact, of late the directorate has had to be closely associated with these two agencies on many issues: The oil spill that occurred in the sea around Mumbai two years ago after the Panama-flagged M.V. MSC Chitra and M.V. KhalijiaIII collision off the coast of India on August 7th 2010 and the casting of about 200 cargo containers from MSC Chitra into the Arabian Sea after its collision with the in-bound Khalijia-III to name but a few. This led to the closure of both the major ports - Mumbai and Jawaharlal Nehru ports for over a week. Piracy is another aspect that threatens to ravage the shipping trade. Yet another is terrorism, a menace playing foul across the Indian coastal waters. In the past, naval officers were routinely commissioned by the Indian Navy to serve in the directorate as deputy director generals of shipping and to hold such other posts. But this was discontinued temporarily. (Similar is the case with officers from the Central Board of Excise and Customs and the Indian Railways, etc. who are nominated each year) In fact the present Director General of Shipping In-charge, Deepak Shetty is from the Indian Revenue Service.

While on the one hand there is a severe resource crunch in the Directorate with manpower dwindling fast over the years, on the other, shipping tonnage has been soaring steadily. The last manpower study was undertaken in 1988 and there has been no increase since the past 24 years. In order to overcome the resource constraints the directorate began outsourcing many of the functions to the Indian Register of Shipping (IRS). But unfortunately, the IRS itself has not been able to live up to its expectations, because it is saddled with problems of its own. They have been wrestling with the tremendous shortage of

professionals in their organization to undertake this specialized task. The situation there is no different from what is prevailing in the DGS.

The IRS having acquired full membership of the International Association of Classification Societies (IACS), people in the trade do not consider this as a major development. "It is only an 'upliftment' in status, having consolidated the ground work", they point out. However, it is felt that there is likely to be a big disconnect, once the coast guard and the navy take over the functions of the DGS. This is specially so because the former is geared for defence whereas the latter deals with merchant shipping, viz transport of cargo and passengers. Merchant ships rely on the latest technologies for moving cargo across the oceans whereas the technologies which the navy and coast guard depend on are not necessarily so.

Being exposed to a regimented environment and having only a limited exposure to merchant shipping, it remains to be seen how quickly they will adapt to the new environment once they take over the DGS. They will have to exercise their flexibility to see that merchant shipping grows.

No doubt the intention may be good and will bring in more discipline in the working of the directorate. But it should be noted that it is not the first time this proposal is being contemplated. Way back in 2003 a similar move was made but got put on the back burner. This time round things are likely to be different since this seems to be an inevitable option. The moot question remains is whether the Ministry of Shipping would eventually get merged with the ministry of defense or be playing a secondary role. What happens to all other senior officials who are in the DGS and the shipping ministry? Would they be content playing a second fiddle?

Govt steps up effort to boost inland waterways: It has formed a panel to identify new areas for attracting private investments in the sector

New Delhi: To promote private investment into inland waterways, the Central government has constituted a committee which will identify new areas for attracting funds and private investment in the sector. "This committee would undertake a systematic effort to identify new areas for private investment, both in infrastructure and in transportation. It will also identify multiple business models which could then be bid out through concessions," a statement by the Prime Minister's Office (PMO) said. The PMO has been actively pushing for greater private investment in inland waterways. Since January, the PMO has identified and fast-tracked implementation of key projects in the national waterways (NW). These are the Varanasi-Haldia stretch of the Ganga (NW-1), the Brahmaputra in Assam (NW-2), and the inland stretch in Kerala (NW-3).

Based on the push by the PMO, the Inland Waterways Authority of India (IWAI) has moved forward on large-scale private investments to transport coal and fertilizer on NW-1, food grain and coal on NW-2, and a cargo on NW-3.

"This (process) will be supplemented by designing model concession agreements and other standardised documents for facilitating a rapid scaling up of investment," it said. According to the statement, the committee will have Secretary (Planning), Secretary (Shipping), Director General IWAI and a representative of DEA (Department of Economic Affairs) as members.

ICS calls on IMO to speed up study on low sulphur fuel needs:

The International Chamber of Shipping (ICS) has called on the IMO to accelerate a critical study into the global availability of low sulphur fuel for ships.

ICS has expressed concern for some time about whether sufficient fuel will be available to allow ships to comply with strict IMO regulations aimed at reducing sulphur emissions and whether, as result of insufficient supply, the costs for those ships which are able to obtain the required fuels might be prohibitively expensive.

In a submission to the IMO Marine Environment Protection Committee (MEPC), which meets in October, ICS again pressed the IMO to start work now on a study to consider the impact of all the major changes required by the new MARPOL regime, before it is too late for the oil refining industry to respond and invest.

There is already a formal mechanism in MARPOL Annex VI for IMO to complete a review by 2018, of progress made towards meeting the demand for 0.5% sulphur fuel that must be used globally outside of ECAs by 2020 or 2025.

However, ICS stressed that the enormity of the switch to distillates and its economic impact on shipping should not be underestimated.

ICS secretary general, Peter Hinchliffe said: "Governments will surely want to avoid any perception that a blind eye has been turned to the practical implementation of the measures as the issue of fuel availability becomes increasingly pressing.

"It is essential that a global fuel availability study is carried out sufficiently in advance of 2020 in order to give the refiners adequate time to invest and react. The major refinery upgrading required could take a minimum four or five years, perhaps longer, and we fear that completing the study in 2018 would simply be too late.

"The need to move forward the IMO study is more important than ever now that the European Union has signalled that it will definitely implement the 0.5% requirements in 2020, even if the IMO study results suggest, as permitted by MARPOL, that full implementation should be postponed until 2025 to ensure the availability of sufficient quantities of compliant fuel," he concluded.

In its submission to IMO, ICS has suggested that a preliminary IMO study of the availability of compliant fuel, taking into account the introduction of the 0.1% sulphur in fuel requirements to be used in the Baltic Sea, North Sea and the North American ECAs in 2015, would provide a suitable test case.

Such a study would provide a projection of possible scenarios resulting from the introduction of the 2015 0.1% ECA standard, against the background of the world market. This could then be considered in comparison with the real situation encountered in 2015.

Hinchliffe emphasised: "When the global requirement to switch to distillate was adopted four years ago, ICS supported the agreed IMO timetable as an acceptable compromise. But if the switch to low sulphur fuel is to be successful, those governments that advocated such ambitious goals need to do everything possible to help ensure that the refineries are able to deliver. We strongly believe this means undertaking the required studies

of fuel availability as soon as possible."

The current 50% price differential between low sulphur distillate and the residual fuel oil that is available today is predicted to increase further if the new demand that will be created by the MARPOL requirements is not matched by increased supply.

Exhaust gas cleaning systems, or 'scrubbers' have been predicted to cost in excess of \$2 mill per engine if fitted on board larger ships. However, it is still unclear whether these will be technically, environmentally, or economically viable for use on a widespread basis before the 2015, or 2020 deadlines, the ICS said.

IMCA'S New Guidance On Mooring Practice:

Ships enter and leave ports regularly. Tying up a ship when alongside a berth or another vessel is potentially a very hazardous operation, unless simple and effective safety procedures are followed.

Mooring Practice Safety Guidance for Offshore Vessels when Alongside in Ports and Harbours' (IMCA SEL 029/M 214), the latest publication from the International Marine Contractors Association (IMCA) is designed to ensure safe mooring with zero incidents.

"Mooring accidents are always on the list of personal injury accidents, often resulting in severe injuries or even fatalities," explains Jane Bugler, IMCA's Technical Director. "Indeed, many people who read this guidance will remember some form of mooring incident. Whether it be a near miss or an accident, it should serve as a reminder that mooring and casting off a vessel is a potentially hazardous operation that should always be well planned by way of risk assessments and comprehensive procedures. The maintenance of all ship's equipment is important, but it appears that mooring equipment can sometimes be forgotten about. Ours is a very simple message: 'Look after all your mooring equipment and it should contribute to a safer operation'."

The new guidance has easy-to-follow sections on planning the operation; who is in charge?; communication; personal protective equipment; danger zones; condition of mooring lines; hazards; environmental conditions; vessels assisting; quay access; and mooring equipment. Like all IMCA guidance it is available for free-downloading from the IMCA website for members and non-members alike.

Shipping & aviation should provide funds for climate change mitigation schemes:

The International Monetary Fund's managing director Christine Lagarde set alarm bells ringing in the shipping industry in June when she said the shipping and aviation industries should provide about a quarter of the funds to be used for climate change adaptation and mitigation in developing countries.

Madame Lagarde gave a speech, Back to Rio-the Road to a Sustainable Economic Future, in which she reportedly said "charges on international aviation and maritime emissions would raise about a quarter of the US\$100 billion needed for climate adaptation and mitigation in developing countries-resources that developed countries have committed to mobilize by 2020".

Newly elected International Chamber of Shipping (ICS) chairman Masamichi Mooroka has now written a letter explaining in detail the industry's concerns. While very polite in tone, the letter effectively says that Madame Lagarde had

not done her homework properly or taken note of the IMF's own paper on the subject.

In his letter Mr Mooroka says that Market Based Measures (MBMs) are very controversial and most shipowners believe, given the severely depressed state of global shipping markets, that now is certainly not the time to impose an additional major cost on international shipping.

However, he also explains the position of ICS and its member national shipowners' associations that, if all governments so decide, then shipowners, in principle, will have no objection to contributing, at some point in the future, to the Green Climate Fund, or a similar mechanism that might be established by IMO, provided that such money is indeed used for climate change adaptation or mitigation, and that the same charges apply to all ships internationally regardless of flag.

He also makes the point that any contribution by shipping must be proportionate to shipping's share of total global emissions (less than 3%) and the forum where the details of such a mechanism should be developed is the IMO.

"In particular," Mr Mooroka writes, "your rough calculation overlooks the fact that about two thirds of the world fleet is registered in Kyoto Protocol 'non-Annex I' nations. Apart from being inequitable in view of shipping's small contribution to the world's total CO2 emissions, to raise the huge monies that you mentioned would therefore require a much larger charge. This would almost certainly be viewed as a tax on trade by those emerging economies that rely on ships operated by 'Annex I' nations."

He then explains: "Most importantly, you seem to overlook the fundamental principle of international shipping, and its regulator the IMO, which is that our global industry requires a global regulatory framework. If any carbon charges were only to apply to ships registered in Kyoto Protocol 'Annex I' nations these ships would be at a major competitive disadvantage to the ships registered in 'non- Annex I' nations. Because of the serious market distortion that would be created, many of these ships would simply change their flag to a jurisdiction where the carbon charge did not apply."

7 Reasons Deck Cadets and Junior Engineers are Not Getting Jobs:

The recent financial crises have affected everyone in the maritime industry. Ship Jobs are scarce, though everyday you might hear in news that some top-notch company took in five new ships or increased its pool of employees. Strange it might seem to be, the fact remains that the gray clouds of unemployment are still not completely off the marine market place. The top rank professionals will swim smoothly, as they have always; however, those at the bottom has and will have to bear the brunt.

Talk to a freshly graduated junior engineer or deck cadet and I bet the only thing you would hear about is of getting a decent break (or even on any damn shitty ship would also do). They want jobs badly, I mean really bad! And why would they not? There are many who have taken loans for their maritime training and even have mortgages to clear off. In fact, that is what every

one of us would do once we pass out from the college. Look for jobs! Right?

Unfortunately, the "situation of crises" has become a breeding ground for job agents and fraud shipping companies to do profitable business. They are charging \$2000-\$3000 dollars in return for a break; not to mention, one cannot expect it to be in some hot-shot company.

Sadly, these fresh graduates have started to succumb to the situation, and have even started considering shelling out the "asked price". Result? Some have already received the much desired break, some are looking for sources to finance them, and some have fallen prey to fraud agents and shipping companies, who have taken the money and disappeared in thin air.

It's a grim situation out there, where no one knows what to do and whom to blame. So, as the blaming-game continues, we try to pen down seven important points that we believe have been the real reason for the present dilemma.

1. Supply & Demand Imbalance

It might sound cliché, but the fact remains that the lack of equilibrium between the supply and demand of fresh professionals in the marine industry is the main reason behind the dearth of jobs, especially for newly graduates. Maritime academies are churning out marine engineers and deck cadets, doing their jobs pretty well and making huge profits, irrespective of the market condition.

However, they can't be blamed because one cannot shut the institute for one year and then re-open it again whenever the need arises. Today, the need for deck cadets is less, tomorrow it can be more. So who is to blame? Probably the authority that gives the permission to open new institutes every month is at fault. However, the bottom line is until a balance is created between the demand and supply of seafarers, the scarcity of jobs will persist.

2. Inability of the Governmental Authority to take Concrete Steps

Governmental authorities should take concrete steps to solve the issue of unemployment for the fresh graduates. Or else, merchant navy would slowly lose its position as a prospective career option among students (The fact is it has already lost its lustre to a certain extent).

It is high time the government take a stand to help the freshly graduated cadets and engineers for getting placed in decent companies. Until this is done, both agents and shipping companies will not miss a single opportunity to earn profits from maritime professionals. Government needs to intervene and help these professionals with a decent break.

3. Lack of References = No Job Offer

Shocking but true, the trend of getting jobs using references is still a hot favourite method of getting a decent job. There have been several cases wherein average students have got jobs in top shipping companies because they have father or

(contd. on next page)

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(contd. on next page)

uncle working there as chief engineer or captain; whereas bright students are still jobless because either they don't have a god father in the industry or lack hundred of dollars to pay as bribe.

Either ways, an unjust and unfair condition is being created which is eventually making the present situation grimmer. Though people might shout slogans against corruption or even get themselves enrolled in a debate against the same, the fact is, when it comes to personal level, the definition of immorality changes, drastically.

4. Shipping Companies Showing No Respect for Fresh Graduates

Let's face the fact that a certain shipping company hires a fresh graduate with the sole intention and hope to retain him or her as a third officer or a fourth engineer once the necessary certifications are achieved. The companies don't entertain newly graduates as respect to the degree or training they have. Don't believe me? Visit a shipping company or a ship and see how the cadets and junior engineers are treated and you would get to know what I mean. We agree that they are fresh and naive, but they are future officers and captains. Give them their due respect.

The moral of the story is until the companies stop treating young professionals as "liabilities", the loyalty will not have a place in employer-employee relationship, leading to reduction in retaining power of the company. Give respect, and get respect in return.

5. Unwillingness/Inability to Enter a Different Market

Unlike other fields, wherein graduates have options to enter other industries and domains, a seafarer is left with no other choice than to stick with the same field. Merchant navy is a specialized field, where only two types of people are found - one who loves money and one who loves the sea. So once a person shells out hundreds of dollars for his maritime training, he or she is least interested to explore other fields wherein the starting salary wouldn't be even half of that offered in merchant navy. Moreover, the glamour attached with the field is also something that holds back maritime professionals to explore other domains. Try talking to a dozen of mariners; each one would talk about leaving the field, but I bet none would do so. Probably that's why they say, "Once a mariner, always a mariner." Moral of the story- there are several other opportunities as well. One needs to look beyond his or her mental block.

But this is just one side of the story. Most of the fresh maritime professionals won't be able to land themselves with a decent job on land because the skilled they acquired are of no use on land. A marine engineer might be able to find a way, but a deck cadet will have a tough time making his way through

the highly competitive market on land.

6. Improper/ Inadequate Training

This might come a bit blunt on the fresh cadets and engineers. But lately there have been a huge lapse in the quality of cadets and engineers that maritime institutes are producing. Ask shipping companies, and they have a list of complains about fresh graduates. Probably that is just an excuse on their part; probably it is true, but the fact is maritime institutes today are more interested in quantity than quality. They believe a certificate is all that one needs to run a ship at sea, irrespective of the kind of training and skills a mariner has.



Confusion over Indonesian "nickel ore ban":

The UK Club says it has been made aware of a new Indonesian law which appears to place a ban on the export of minerals from Indonesian ports, unless the shipper has been granted a specific export permit. The club says that cargoes which may be affected include nickel ore, bauxite and iron ore.

It notes: "Reports suggest that ships which are scheduled to load or are in the process of loading ore cargoes may be subject to delays where the exporters of the cargo do not possess the relevant permit."

However it adds: "There is a great deal of confusion as to the overall impact of the legislation and the Managers are continuing to investigate the matter with local correspondents. Members with ships that are subject to delays in Indonesia or which have been ordered to load such cargoes in Indonesia are advised to contact the Club at the earliest opportunity for further advice."

The latest Indonesian move comes as the UK Club, together with all the International Group clubs, introduces mandatory reporting "at the earliest opportunity" of any intention to load nickel ore from Indonesian or Philippine ports.

It warns that failure to notify the club may prejudice cover. Meanwhile the club is also advising that two recent incidents have given cause for concern regarding the concentration of moisture in stockpiles of zinc-rich by-products exported from Bar, Montenegro. In one recent case, the club is having to deal with the consequences of a zinc-rich cargo loaded with a moisture content above the Transportable Moisture Limit (TML).

The club says the ship will have to carry out a full discharge at an intermediate port to dry the cargo to an acceptable level. The club recommends that its members who are proposing to load cargoes of zinc, zinc ore, zinc oxides, zinc concentrate or pyrites from Montenegro should exercise caution and should contact the club for advice.



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