

The EU's Misguided Move to Fight Pirates Onshore

When confronting the crisis of Somali piracy, the preferred strategy of the international community has been to deploy naval vessels to protect vulnerable ships and deter and disrupt pirate attacks. The refrain that 'the solution to piracy lies onshore' is oft-heard, but counter-piracy actors-including the US, the EU, and NATO-have been slow to deepen their engagement with regional authorities and hesitant to expand the military scope of their operations. A significant shift in strategy was thus seen on March 23, 2012, when the Council of the European Union agreed to extend the area of operations for the EU's counter-piracy mission, Operation Atalanta, to "include Somali coastal territory as well as its territorial and internal waters." While a more inland focused policy is a welcome



development, the EU's proposed escalation of force risks increasing civilian casualties and local resentment and will have to contend with the unintended consequences of mission creep. This new strategy also comes at the expense of an alternative onshore policy: increased international support for maritime security capacity building programs in Somalia's pirate-prone areas and the wider region.

Launched in December 2008, the EU's Operation Atalanta, which consists of rotating naval vessels and reconnaissance aircrafts from participating states, was originally mandated under the UN Security Council to protect the shipping of the World Food Programme (WFP) and the African Union Mission on Somalia (AMISOM). The mission has also served to deter, prevent and repress acts of piracy off the Somali coast. The recent addition to Atalanta's mandate, which was also extended through to December 2014, calls for the targeting of pirate onshore infrastructure, including moored boats, fuel tanks, and communications

(contd. on next page)

Highlights

	Page
The EU's Misguided Move to Fight Pirates Onshore	1
Editorial	3
De Lima backs proposed live telecast of Chief Justice selection	4
Guidance for private maritime security companies to be developed by IMO's MSC	5
IMO Secretary-General Addresses the Issue of Armed Merchant Vessels	6
A Woman Chief Engineer from Brazil Describes Her Interesting Life	7
Types of Main Bearings of Marine Engines and their Properties	8
Home Remedies for High Blood Pressure	10
List of Pre-Sea Maritime Courses & Eligibility Criteria	11-16
Marking mv Bukoba sinking with unlearned lessons	19
The good, the bad and the ugly	20
BIMCO - ISO join forces to establish PMSC standards	21
Customs: EU and USA agree to mutual recognition of each other's trusted traders	22
Maritime Claims Liability	23

OUR LEGAL ADVISORS

Surana & Surana — International Attorneys



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



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equipment. While the UN Security Council had previously provided authorization for inland operations, this marks the first time that international naval forces have proposed a plan and policy for strikes against targets inside Somalia. NATO's Operation Ocean Shield, which operates independently from Atalanta, was also extended through 2014, but onshore operations were explicitly ruled out.

Military experts informing the EU's decision have argued that attacks should be launched by helicopter gunships in order to accurately hit targets while avoiding civilian casualties. While there was no official pronouncement, Germany's *Der Spiegel* reports that a strike limit of two kilometers inland was eventually reached after prolonged debate within the Council. The use of both missile strikes and the deployment of ground troops were prohibited by the Council's decision. The Council's plan has not received unanimous support, with Germany's opposition parties offering the most vocal criticisms.

Charting the Wrong Course

Somalia's coastal communities have been largely supportive of both local and international efforts to curb piracy, but aggressive military action and the prospect of civilian casualties threatens to erode this good will and feed into the counter-narrative that pirates are 'coast guards' protecting Somali waters (and now shores) from illegal foreign fishing and waste dumping. Many EU members—such as Spain, Italy, and Greece—have been accused of these acts, but Atalanta's new mandate does nothing to address this grievance.

As the EU moves towards a more aggressive counter-piracy strategy it also runs the risk of sacrificing its previous commitments. Naval resources are costly and scarce, as Atalanta is already tasked with patrolling 2-million square nautical miles with between four and seven warships and two to three reconnaissance aircraft, depending on the season. While the operation's continuing mandate entails protecting and escorting WFP shipments to Somalia, it now appears to be stretched too thin to accomplish this. Chartered vessels delivering WFP aid have recently had to hire private security teams for protection, causing delays when the legality of the teams needs to be questioned at stops in ports such as Djibouti.

Though Spanish Foreign Minister Jose Manuel Garcia-Margallo assured skeptics that "much care" will be taken to avoid civilian casualties, history teaches that even the best intentioned interventions in Somalia tend to go awry. Pirate bases are not the sprawling "lair" that the media often paints them to be. In reality, they are temporary and mobile camps made up of little more than a few tents, vehicles, and moored boats. Heavy weapons, ladders and other boarding equipment are some of the only things differentiating fishermen from pirates, but these distinctions cannot always be identified through aerial surveillance. Given the visual similarity between the two groups, experts from Germany's foreign intelligence agency warned that the EU's new strategy runs the risk of misidentification and civilian deaths.

Coalition naval forces mistaking fishermen for pirates has already resulted in several deaths at sea. At least eight Somali fishermen are still missing from vessels that were allegedly attacked by foreign warships in mid February. Fishermen operating close to Mogadishu exclaimed that their "jobs are in jeopardy," telling Somalia Report that they fear attacks by

coalition warships. On February 15, Italian marines protecting a cargo vessel shot dead two Indian fishermen they believed to be pirates off the coast of southern India, sparking a diplomatic incident between the two countries. On March 12, two Somali fishermen were killed after an unknown naval vessel (later reported to be a US Navy ship) opened fire on their boat. While the EU's inland strategy has received a great deal of press coverage, this incident is yet to be picked up by the international media, nor has a statement been made by the US or any other naval coalition member.

Critics of the new mandate have warned that even with the most careful of targeting, Atalanta's planned onshore operations escalate the risk of EU forces stumbling into "a high intensity conflict" with armed gangs in Somalia. This threat is heightened by the fact that many pirate gangs have moved south and are now operating out of areas controlled by the Islamist militia al-Shabaab. Somalia's pirates have proved themselves very adaptive, and it is likely that they would move their bases further inland into civilian areas in order to complicate the EU's efforts to target them. Though ground troops have been excluded from Atalanta's expansion, soldiers may still need to go ashore in the event of a helicopter being shot down or malfunctioning. The results of the infamous 1993 "Black Hawk Down" incident should serve as a sobering reminder of the unintended consequences of mission creep.

Is There a Better Way?

Members of the Council of the European Union are correct in recognizing that piracy at sea cannot be separated from its bases on land, but their approach to tackling this issue is misguided. As this author has previously argued, a lasting solution to the piracy problem requires the international community to begin shifting resources away from a military-centric strategy and towards a program for regional maritime security capacity building. In particular, the EU, NATO and other counter-piracy actors must deepen their engagement with, and support for, authorities in Somalia's pirate prone areas, primarily the autonomous states of Puntland and Galmudug.

With little international assistance, the newly created Puntland Maritime Police Force (PMPF) has cleared pirate gangs from their stronghold in Eyl and a number of other coastal towns. Local understanding and intelligence has reportedly endeared the PMPF, who also engage in fisheries protection and humanitarian assistance, to the communities in which they operate. While they have had their successes, the PMPF lacks the resources to confront the pirate gangs across the wide expanse of the region's coast. Puntland's annual state budget was a reported \$20-million in 2010, while the pirates took in an estimated \$160-million in ransoms.

A similar problem exists in neighbouring Galmudug, where authorities have expressed plans to launch operations in the pirate hub of Hobyo, but lament that "there are no international organizations sponsoring us."

There are numerous ways that the international community can support local counter-piracy initiatives. Coastal infrastructure such as roads, docks, and radar stations need to be developed, while maritime police forces require training, vessels, and (most importantly) paychecks. Investing in maritime security capacity building for Somalia's sub-state regions does not sound as sexy as 'bombarding pirate lairs,' but it remains the best way forward for a long-term strategy.

From the Editor's Desk



English: *It is the window to knowledge and the West...Without knowing English, our children will be good only to pull bullock-carts. — Justice Markendeya Katju*

There is no enemy outside of your soul. The real enemies live inside you and they are anger, pride, greed, attachment and hate. — Lord Mahaveera
COLLECTIVE CONSCIOUSNESS: *Meet together, speak together, let your minds be of one accord, as the gods of old, being of one mind, accepted their share of the sacrifice....Let your aims be common and your hearts of one accord, and all of you be of one mind, so you may live well together — Rig Veda*

The totality of beliefs and sentiments common to the average members of a society forms a determinate system with a life of its own. It can be termed the collective or creative consciousness. — Emile Durkheim.

Happy is the unity of the Sangha. Happy is the discipline of the united ones. — Dhammapada 194

"We want that 'EDUCATION' by which character is formed, strength of mind is increased the intellect is expanded and by which one can stand on one's own feet." Think positively and masterfully, with confidence and faith, and life becomes more secure, more fraught with action, richer in achievement and experience. — Vivekananda.

The greatness of a man is not in how much wealth he acquires, but in his integrity and his ability to affect those around him positively. — Bob Marley

A positive state of mind is not merely good for you, it benefits everyone with whom you come into contact, literally changing the world. — The XIV Dalai Lama

New IT solution to link public offices in Kerala. It plans to roll out Department-WAN which will link department offices with the Kerala State Wide Area Network. A Boost to PUBLIC SERVICES expresses concern by Kerala Sate Administration/governance. Any good policy - reforms in the country need to be adopted in an unified manner, for the strengthening of our national governance.

Kerala employees asked to restrict use of mobiles The order follows complaints from public that many officials engage in private calls during office hours. Public-Services Performance-Efficiency gets hampered, owing to liberal use of mobile phones but for use of official land-line telephone, meant for emergencies. Government employees engaged in extra curricular activities, makes frequent use of mobile-phones e.g. Running monthly chits, ladies-sari-business, real-estate business etc. High time restrictions are imposed, in the interest of the general public, making them committed and responsible.

States unwilling to join new IIT-JEE format The proposed new format merges IIT-JEE with All India Engineering Entrance Exam. The new entrance test format combines IIT-JEE and AIEEE, and the successful candidates will be admitted to IITs, National Institutes of Technology (NITs) and other central institutions, in the order of merit. Should include, all engineering colleges in the states of the union as well. A uniform approach in a standard format brings out the quality-benchmark, giving room to keep-abreast with rapid surge of developments, keeping pace and abreast, for the future.

Turkish commandos arrest 14 pirates, free seven Yemen shipping tribune.com. Chandran -Peechulli o All seafaring nations to unite. Strategically, bring peace on the oceans and the seas, avoiding arms on-board the merchant navy vessels.

A CASE STUDY: Rs 60 lakhs to kin of sailor who died aboard ship. Re-The Times of India, Chennai Need for re-thinking in lines of humanity for crimes committed to seafarers.

"The duty of judges, that was at one time universally accepted, is to suppress their preconceptions and leanings of the mind and make decisions based solely on the merits of each individual case. It may be thought that, for this reason, the more acutely judges are aware of their own subconscious attitudes the better judges they will be. They will then better be able to overcome their own biases and prejudices and make findings without being influenced by them. Once again, ideal judicial conduct is epitomised by the blindfolded goddess of justice. Hence, more importance to be given to the life lost. An irreparable loss. What action taken to overcome such grievous event? Prosecute/Punish authorities responsible to oversee, than many stakeholders to share the financial compensation offered, to the kins/off-springs.? One should be true to their own heart/conscience.

"It is the essence of justice that judges exercise control and discipline over their own feelings and judge each case on its merits, impartially and neutrally, without regard to personal bias and generalizations than only looking at counsels pleadings. THIS applies in our country also. Ship Surveyor Guilty in Ship Safety Case. Tuesday, May 29, 2012. Miami Man Convicted for Obstruction of Justice and False Statements for Certifying Ships Safe for Sea. HC and SC should also view the negligence of the regulatory/inspection agencies of vessels calling in Indian ports under the Directorate General Shipping, Ministry of Shipping, Govt. of India.

"CRIME against humanity is the highest priority to be looked-into by governance of the people, irrespective of whether by the Central/State Government /Community/ Local/Home administration. Such crimes to be severely dealt without sympathy. Monetary Compensation to the loss of life is not the only answer. Judiciary to view the case, with a wider perspective angle. Causing varied judgements.

"History does not long entrust the care of freedom to the weak or the timid" - Gen Eisenhower. Human working and living conditions on-board are becoming miserable, The regulatory/inspection agencies are blind to serious lapses, includes other sphere of marine working-discipline, whether it is ship's inspection in ports, shipyards, inspection in maritime academies/colleges/deemed universities etc. All on account of incompetent and dis-interested marine -professionals who have taken-up shore based jobs with dis-regard to Seafarer's Safety, Health and the Environment. Our country 'INDIA' LACKS A UNIFIED POLICY owing to states acting to their whims and fancies, without control of the centre, but for political capital out of it. 'THE CENTRE' to be in total preparedness to meet any eventuality, in the interest of the nation, E.g. Why Lokpal, not enacted in all states of the Indian union? Media should work towards exposing the wrongdoings in the society. Media has power of initiating the change in society for making it better. But, some stray incidents reporting were completely baseless, as with the Directorate General Shipping, of the Ministry of Shipping. This misleads the people, which should be prevented at any cost. Media as a whole, is not engaged in such false reporting. Generally, media is good, as Arnav Goswami of TIMES NOW does. Media should not interfere in the judiciary process, but for highlighting all the wrong-doings as feedback for early corrective action. Media is not expected to report as a messenger without discussing the issue with the relevant. Finally, a wrong media is always better than no media. Instead of framing guidelines the judiciary or officials can take action on the erring media. But then the media must have the right to defend. HENCE all human acts to be under check to define the limit of decent reporting. Media is certainly crossing its limit as reported on shipping and maritime reporting. Without trying to verify the full facts, the media comes to conclusions on major issues and strengthen their conclusions by panel discussions with the same set of panellists, the so called 'expert commentators'. It is nothing but fooling and prejudicing the minds of public. Press has a very important role to play. They are supposed to find the factual positions keeping all aspects into consideration before coming to public. Instead they flaunt fragmented documents as evidence and influence the public.

*"JUSTICE should not be "just the compensation paid to the Kin of the deceased seafarer", but should seriously matter 'why an innocent seafarer i.e. TS Frank Midson (33) of Kanyakumari District, should fall into the empty cargo -hold and die? * Negligence on the part of the ship's management on-board and the poor concern of the Shipping Company/Managers, in not ensuring timely, essential care and maintenance, curtailing essential expenditure. To also name the MMD Surveyor responsible, who passed/approved the vessel(ship) for sea-worthiness. To probe into the case, on humanitarian - grounds for the non-recurrence of such similar accidents or else no remedial action taken, in this 21st century is shameful.*

"Blaming the shipping companies and shipmanagers, DGS/MMD alone would not solve the problem. The vessels senior officers and the onboard safety culture should share the responsibility. "Seriously matter" why an innocent seafarer i.e. TS Frank Midson (33) of Kanyakumari District, should fall into the empty cargo -hold and die?" should be investigated and a root cause analysis carried out and preventive measures implemented. A command of the vessel having Masters FG licence and senior officers, having sufficient rich experience and expertise to manage safety on board, They should not cut corners and become victims themselves. Only a thorough investigation will prove that. For that the onus is on the vessel Tech managers / DOC holder / Vessel command and senior staff.

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

De Lima backs proposed live telecast of Chief Justice selection:

MANILA, Philippines—Justice Secretary Leila de Lima on Wednesday expressed her support to the suggestion of some groups seeking to broadcast live the public interviews of the aspirants to be the next Chief Justice.

But De Lima, believed to be among President Benigno Aquino III's choices to succeed ousted Chief Justice Renato Corona, said the rules of the Judicial and Bar Council should be amended first before it could allow the live telecast of the selection process.

"I think it's OK. In the interest of transparency, the live coverage is really good," De Lima told reporters in an interview.

"But you must understand also that it's not covered by the JBC rules. So the only way is to amend the rules. That's still being discussed," she added.

The National Union of Journalists of the Philippines and the anti-corruption watchdog Transparency and Accountability Network have been pushing for the live broadcast of the JBC interviews on the applicants to the highest post in the judiciary to ensure public participation and transparency in the selection process.

Judges Selection Council: calling for help

Endless story with Judges Selection Council made another twist. The council is "frozen" because authorities are making obstacles. But, let's start in the beginning...

Who will be judges?

Right after April Revolution 2010 acting Government announced about the necessity of judicial reform. They were sure that the system was totally discredited: it depended from executive authority and ordinary citizens didn't believe in it. The aid of reforms was to create truly independent judicial branch of power. But it seems this idea doesn't suit with interests of current high-ranking officials who prefer to see it fully corrupted.

Everything was promising: on June 20, 2011 the extraordinary meeting of judges approved establishing Judges Selection Council and Judges Council. The former is established from civic society representatives, Coalition of Majority and opposition in Parliament (they elect one-third of members each).

According former head of Supreme Arbitrary Court Suerkul Kosakov, if Judges Council solve issues with complaints then it will solve issues with human resources too. He said that Judges Selection Council with check candidates on judges positions: their biography and professional level. "The first half of the Council are professional judges and the other is parliamentary factions nominees. Every citizen can participate in concur," he explained.

Unfair selection!

It seemed the glaciers started to melt, but it was an illusion... First notorious signal were from civic activists who said that deputies of Parliament broke up Constitution regulations. According the activists they didn't use regional approach to members and judges selection, they didn't inform every region and didn't give criteria for the candidates. "Judges Selection Council formation is not transparent and it is possible that it was corrupted. Some politicians use it for realization their personal and factional interests," said NGO members.

The corrupted character of judges selection shows future

possible character of judicial system at all. News about collecting money for bribes have started to spread.

Such closedness of the selection and civic control absence was admitted by one of the creators of Judges Selection Council Law deputy Daniyar Terbishaliev. "We didn't give exact definition to civic society and who will be its representative in the selection council. We also need to describe the selection procedure exactly," considers the deputy.

Go thorough filter

Society activated and started to demand to disband Judges Selection Council and start new procedure of judges' selection. Back then, acting President Rosa Otunbaeva called back 14 candidates pretending on positions of Supreme Court judges, and Judges Selection Council head became Shamaryl Maychiev who replaced Zamirbek Bazarbaev.

On November 2011, Shamaryl Maychiev left his position. For the reason he called the absence of judicial system reform concept in Kyrgyzstan. "If society don't trust Judges Selection Council then everyone will doubt about its authority. I think we need a new one which would be suit to the same-name law," he said.

President's Special Representative in Parliament Daniyar Narymbaev agreed with it. He noted that the Council members who had majority of votes were really selling them. "Therefore there must be such protection filter like President's decision. The other thing when President abuses his veto right. He must motivate every ban," said the representative.

Tug of war

President's veto issue was raised after Almazbek Atambayev signed the Judges Selection Council Law. On April 2012 civic activists announced that President of deputies are trying to control judiciary's selection.

According Rita Karasartova the law is widen President's authority. Her colleague Nurbek Toktakunov called such law a perfidy. "For authorities the judicial system reform is promotion of necessary persons. All the Parliament's candidates are connected with scandals and afraid to be prosecuted. This is the reason for corrupted people promotion. And we are hostages of this situation," stressed Nurbek Toktakunov.

Leader of Coalition for Democracy and Civic Society Dinara Oshurakhunova again NGO representatives were not involved into discussion during other Judges Selection Council formation. "We are demanding to initiate parliamentary hearings on the judicial system reform as soon as possible," she said. While there was the discussion a mitigation commission was formed from President's and Parliament's Offices representatives. "The initiated amendments to legislation. We insisted that the commission work should be stopped until a working group develops judicial system reform concept," said Dinara Oshurakhunova. She also added that foreign experts highly evaluated the concept but President ruined everything by the law.

Adilet Law Consulting Firm director Cholpon Zhakupova noted that it is impossible to realize the judicial reform without formation of Constitutional Chamber. "Laws will contradict Constitution without this body. Therefore we need mobilization for this issue resolution. We need to write a letter to President and ask him to cancel the Judges Selection Council Law in order

to form Constitution Chamber. If not we will have corrupted judicial system again," she noted.

Save our souls!

Nevertheless Judges Selection Council started its work under Shamara Maychiev. The new problem was lack of financing. This is one of the reasons why Maychiev left. "Many our representatives living in the regions have to go in Bishkek and stay here at their own expense. And how long will we work pro bono?" he asked.

On last week Finance Minister published a letter which says that the national budget didn't reserved money the Judges Selection Council. The ministry recommended to use grants of foreign organizations and money from Judicial Department at Supreme Court. "Finance Ministry broke the law. In accordance with Judges Selection Council Law its members must receive reward for its activity and all their expenses are covered by the state. Instead of it they published some absurd letter," said the council assistant head Zhamyla Nurumbetova. She consider that a public body should be financed by the state, not foreign donors.

On the latest meeting the council members accepted a regulation which stops their main activity during judges selection procedures. They also discussed amendments about financing. They turned to Finance Ministry with necessary request. So, why authorities are making obstacles for the judicial reform? Aren't they tired from it? If "yes" then Judges Selection Council will send SOS signal soon...

Judiciary official recommending firing of marshal:

A top state Judicial Branch official is recommending the firing of the Waterbury courthouse's chief judicial marshal over allegations he sexually harassed four women. Court operations Executive Director Joseph D'Alesio wrote in a letter this week that 70-year-old Anthony Candido of Milford should face a three-judge disciplinary panel and be fired because of the seriousness of the misconduct. Judicial Branch officials on Friday released D'Alesio's letter to Judge Barbara Quinn, the chief court administrator. A Judicial Branch investigation report alleges Candido inappropriately kissed and hugged four women at the Waterbury courthouse including a Department of Children and Families worker who later filed a sexual harassment complaint.

Candido was appointed chief marshal in Waterbury in 2001 and has been on unpaid leave since December. He denies the allegations.

Guidance for private maritime security companies to be developed by IMO's MSC:

A special high-level segment of IMO's Maritime Safety Committee (MSC), convened by IMO Secretary-General Koji Sekimizu to discuss policy matters related to arms on board ships in the piracy high risk area, has requested a working group of the MSC to develop interim guidance for private maritime security companies (PMSCs).

The MSC is meeting for its 90th session at IMO Headquarters from 16 to 25 May, with some 900 delegates registered from IMO member States and observers from international and non-governmental organizations.

The instruction to the working group to develop the guidance for PMSCs followed an intense debate on arms on board ships during the high-level segment, held over the first day and a half of the Committee's session, which saw interventions from a number of Ministers, Secretaries of State and other senior Government representatives as well as the UN Assistant Secretary-General for Legal Affairs.

In his address to the high-level segment Mr. Sekmizu said:

"The carriage of firearms on board merchant ships is a complex legal issue with Member States taking diverse positions. The Committee has determined that the carriage of armed personnel is a matter for flag States to authorize, however it has also accepted that their carriage has legal implications for coastal and port States, particularly with respect to the carriage, embarkation and disembarkation of firearms and security equipment in areas under the jurisdiction of such port or coastal States."

He went on to emphasize that carriage of arms was a high-priority issue for the shipping industry, and said: "While recognizing the reality of the situation in which private security guards are employed and the diverse positions of Governments, there is a need to consider how the international community should deal with the issue of private security guards and, in particular, the need to arrive at practical solutions to the issue."

The high-level segment agreed that the use of PMSC on board ships was an exceptional measure to be used only in exceptional circumstances in the high risk area, and should not become institutionalized. However, guidance was needed to assist policy development at the national level and facilitate greater harmonization of policies in international shipping related to the issue of arms on board. Such guidance would not constitute a recommendation or an endorsement of the general use of privately contracted armed security personnel.

The high-level segment endorsed the view that the carriage of armed personnel aboard ships for enhancing their protection in the high risk area should be left to flag States to decide, once a thorough risk-assessment exercise had been carried out and following consultations with the shipowners concerned.

Shipping Professionals set-up Network in Mumbai: Mixing Business with pleasure can yield quick results.

Despite there being plenty of networking websites, personal contact is still being viewed as a powerful medium for promoting business here in Mumbai. However, not all conferences and seminars provide the right ambience or promote business prospects for networking. Often delegates attending the conference turn out to be remotely connected with one's interests or sometimes hardly even connected to the subject under consideration at the event. Generally serious participants look to networking with a new set of people who could stimulate research, insight into products, or help garner information leads that could open up a vista of new possibilities. Young professionals in the maritime and logistics sector in Mumbai have long felt the need to use networking as a way to establish contact and further business prospects too. Taking a cue from the Shipping Professional Network in London (SPNL) that was founded in 2007, some of the more enterprising

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specialists from Mumbai have created a unique platform that will help interested professionals to meet and interact and use the opportunity for building mutually beneficial relationships besides promoting business.

"The Shipping Professional Network - Mumbai" (SPNM) established recently, made a beginning with 19 professionals who decided to start a movement for bringing change in the pattern of transacting business among stakeholders from what has been traditionally observed. Those present discerned that SPNM could well become a remarkable platform for networking, from which to create relevant contacts and establish long-lasting relationships with tomorrow's industry leaders whilst being exposed to current leaders. Those who attend the networking sessions - that will now routinely take place over cocktails and dinner - are being clearly informed that they should not see it as a chance to close a deal, but rather as 'the' chance to take the first step down the long and profitable road of friendship and mutual benefit with a new word-of-mouth marketing partner. Most importantly they are advised to take this opportunity with a sense of wanting to learn as much they can about the people they meet instead of trying to tell them all about themselves.

The recent announcement of the first meeting of SPNM received a remarkable response but the number had to be restricted to 60 as the organizers were not prepared to accommodate a bigger participation. Encouraged by the fact that there was participation from every segment of the maritime industry with leading stakeholders present who obviously did not want to miss out on the latest happening, the founding members decided to go ahead and set the ball rolling and bring in the change where every entity in the fold can work unitedly, simultaneously ensuring that all share the cake according to their capacity and capability. The next event is to be held shortly. There is no dearth of sponsors willing to help make the occasion a big success. The question is how to limit the number to make the event useful and meaningful for all who attend. Anand Sharma of Mantrana Maritime Advisory Pvt. Ltd., one of the founding members of SPNM says, "Until now those who attended did not have to make any payment. Maybe in future we will have to charge. But this platform is a boon for the trade for it helps even those coming from abroad wanting to meet the right people - impromptu. There is a growing demand for having a similar set up for other sectors of the trade. After all, the basic element in networking is meeting people, building contacts, updating contact's information etc. The more people one comes to know in the profession or career, the more are the chances to improve and grow their business."

IMO Secretary-General Addresses the Issue of Armed Merchant Vessels:

Thank you, Mr. Chairman.

Excellencies, distinguished delegates,

As I mentioned in my opening remarks to the meeting, this is the first ever high-level segment of the Committee and its importance is underscored by the presence here today of the President of the Assembly and the Council Chairman. I am particularly pleased to welcome and receive the support of the host Government through the participation of the Secretary of State for Transport - the Right Honourable Justine Greening MP - and of many Ambassadors, High Commissioners, Vice Ministers and others who have indicated their wish to participate in this very important debate - I wish to express my sincere appreciation to you all.

Reports received by the Organization indicate that, although the number of attacks by pirates continues to increase, the proportion of attacks that are successful has decreased. This may be due to a number of factors, including naval protection and better implementation of IMO guidance and Best Management Practices, including the use of Privately Contracted Armed Security Personnel (PCASP). There is anecdotal evidence that the number of ships carrying firearms has increased. On the basis of declarations of weapons carried and on their observations, naval forces estimate that around 25% of ships in the High Risk Area are carrying firearms, however it is also believed that a number of ships are not declaring the presence of private armed security for various reasons, including the lack of flag State approval.

The carriage of firearms on board merchant ships is a complex legal issue with Member States taking diverse positions. The Committee has determined that the carriage of armed personnel is a matter for flag States to authorize, however it has also accepted that their carriage has legal implications for coastal and port States, particularly with respect to the carriage, embarkation and disembarkation of firearms and security equipment in areas under the jurisdiction of such port or coastal States.

Resolution A.1044(27) on piracy and armed robbery against ships in waters off the coast of Somalia endorses the position of this Committee that seafarers should not carry firearms and that the carriage of armed personnel on board ships for enhancing their protection should be left to flag States to decide, once a thorough risk assessment exercise has been carried out and following consultations with the shipowners concerned.

Amongst other things, the resolution strongly urges Governments which have not already done so:

1 to decide as a matter of national policy, whether ships entitled to fly their flag should be authorized to carry privately contracted armed security personnel and, if so, under what conditions; and

2 in their capacity as port or coastal States, to decide on their policy on the embarkation, disembarkation and carriage of privately contracted armed security personnel and of the firearms, ammunition and security-related equipment, and to promulgate it widely to other Member Governments, to industry, and to the Organization.

As a truly global industry with many stakeholders, shipping benefits from harmonization of procedures, adoption of common minimum standards and clarity with respect to national legal regimes. However, while progress has been made on developing general guidance, policy on the use of Private Security Guards is not common among Member Governments and, across the shipping industry. There are no agreed minimum performance standards for Private Security Guards and ships using them are subject to many, diverse legal regimes at present.

In order to stimulate debate on this important subject, we have issued MSC 90/20/5, which describes the current situation and outlines a number of related policy issues requiring further deliberation by this Committee. While recognizing the reality of the situation in which Private Security Guards are employed and the diverse positions of Governments, there is a need to consider how the international community should deal with the issue of Private Security Guards and, in particular, the need to arrive at practical solutions to the issue.

Since the issue of Private Security Guards on board ships is of utmost sensitivity and requires detailed consideration of the policy issues involved, I considered it particularly helpful and appropriate, under this agenda item, for the Committee to engage in a high-level policy debate on this topic.

I invite all Member Governments representing flag, port and coastal States and States of seafarers, and shipowners to share their views on this issue of arms on board which is now critical for the international maritime community.

The outcome of your discussions today will provide the clear policy direction required for subsequent discussions on related, technical documents that the Committee and its Maritime Security and Piracy Working Group will be considering under this agenda item.

We have been dealing with piracy problems off the coast of Somalia for 5 years now.

Despite serious efforts by Governments, navies and the industry, the international community has not been able to stop Somali piracy.

We have seen significant developments over the last 4 years:

- o Internationally Recommended Transit Corridor in the Gulf of Aden
 - o EUNAVFOR and strong action by international navies
 - o Contact Group on Piracy off the Coast of Somalia and its working groups
 - o Implementation of Best Management Practices
 - o IMO-led Djibouti Code of Conduct
 - o Contact Group Trust Fund and IMO Djibouti Code Trust Fund
- and still the industry is asking for the strong will of Governments to take action and end piracy.

Seafarers are suffering. For insurance or trade partners, this may be just a matter of probability, but for seafarers it is a reality and a matter of life.

IMO has been actively advocating the strong will of Governments and, for example, the Council adopted the theme for last year's World Maritime Day to be: "IMO: Orchestrating the response". But words of a slogan cannot resolve the matter.

We must create an effective and robust mechanism to prosecute and punish pirates.

We must ensure strong defence for merchant ships.

We must work together to help Somalia to build up their country and we must create a united front and stronger international regime to deal with and end piracy off the coast of Somalia.

This High-level segment was designed to discuss the current policy issue of private armed guards, but:

I hope that this High-level segment, with the participation of Secretaries of State, Ministers, Vice-Ministers, Permanent Secretaries, Ambassadors, High Commissioners, could also discuss the matter of piracy in general and may even go beyond the issue of arms on board, and come up with a clear indication of the determination of the international community to end piracy off the coast of Somalia.

I am looking forward to listening to your views, visions and leadership.

Thank you Mr. Chairman.

A Woman Chief Engineer from Brazil Describes Her Interesting Life:

Juliana, 28, works as a chief engineer on an oil tanker. Mother to a 13 year old girl, Juliana lives with her family in Vitoria, Brazil. She is one of the very few women chief engineer and enjoys every moment of her professional life. Juliana wants to motivate girls around the world to come forward and explore the numerous opportunities that Marine Industry provides.

Men have been dominating the Maritime Industry for quite some time now. Life on ship is no bed of roses and no one knows it better than a mariner. Climbing up the hierarchy level on ship is no child play. It's requires guts along with steady mental and physical strength. Being a Chief Engineer of a ship is a big deal; being a Female Chief Engineer is even a bigger one! Marine Insight brings to you the story of a Female Chief Engineer from Brazil. The Few, the Proud!

Juliana is a 28 year old Female Chief Engineer, who works in an oil tanker in Brazil. She is one of the handful female chief engineers in the Country. The environment of an oil tanker is a tough one to work in and Juliana is one of the toughest chief engineers the company has. Her ship supplies fuel to other ships coming to the port and her job requires her to be on toes all the time.

Unlike most chief engineers, who avoid getting dirt on their hands, Juliana loves to put her hands in grease. She changes oil, filters of marine engines and attends all routine performance and maintenance needs. According to Juliana, her job is not something that other women cannot do. Though the work on ship requires considerable amount of physical strength, a trained women officer can easily handle it. When asked the same question to Juliana, she said, "I think many things should be done not with force but with intelligence. Many men think that women do not have the capacity, but it is up to the women to prove these men wrong. And it is very much possible if there is enough dedication".

Juliana wants women to explore several great opportunities that the shipping industry provides. She has been sailing as a chief engineer for last 2 years and she loves every bit of her job. She has sailed for as long as 45 days continuously from Brazil to China and she is very happy with the career choice she has made. To live this interesting live, she gets full support from her family. Her work involves constant traveling to new places, during which, she has made many new friends and visited several interesting places. Just like other mariners, she also has had her share of experiences. She often feels homesick, goes through professional politics, and misses her loved ones. But at the end of the day, she loves the satisfaction she gets of doing something adventurous and unique.

Juliana lives in Vitoria, Brazil with her family. Today, she is a mother to a beautiful 13 year old girl and balances her professional and personal life extremely well; of course with a little help from her family. According to her, a woman in the maritime industry lives several lives simultaneously. She has to play the role of a mother, a wife, a girlfriend, a boss, and finally a warrior! Something not everyone can do!

Using the platform of Marine Insight, Juliana wants to inform all the women out there in the world that they have immense potential to seek a respectable position in the maritime field. She feels that it is important for women to believe in themselves and look for unique career opportunities in the marine industry.

Types of Main Bearings of Marine Engines and their Properties:

The rotational power of a ship's propeller is determined by the power produced by the marine engine to rotate the crankshaft. The crankshaft of the main engine is supported and connected to the connecting rod via main Bearings whose main function is to transmit the load without any metal to metal contact.

This is achieved by choosing special materials for manufacturing main bearings which floats the journal pin of the rotating crankshaft when lube oil is supplied to it.

Properties of main bearing materials

- It must be anti friction resistant
- It must be of anti corrosive type
- Good running in and grinding in ability
- Good load carrying capacity
- Good embadibility property
- Must support the oil film
- Good tensile and compressive strength
- Must not react with the lube oil
- It must have thermal resistant property to avoid any damage in case it's running hot

Types of Main Bearing

In maritime industry, there are three famous types of Main bearings used for both propulsion engines which are normally 2 stroke engines and power generation engines which are 4 stroke engines, they are as follows:

1. Lead Bronze Bearing: This bearings consist of the following layers

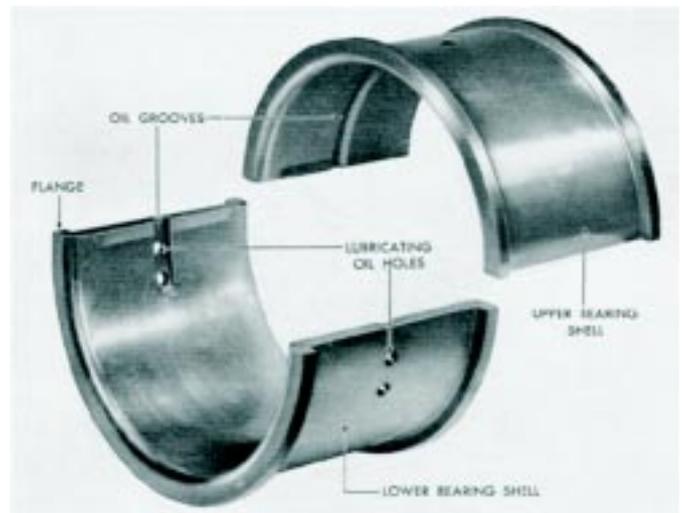
- **Flash layer:** It is the top most layer with thickness of 0.035mm made up of tin and lead. It is used to protect the bearing from corrosion and dust when not in use. This layer flashes off when bearing is running.
- **Nickle Barrier:** It is the second layer made up of nickel with thickness of 0.02mm. Its main function is to prevent corrosion and avoid diffusion of tin into bearing metal.
- **Lead Bronze:** The third layer composed of lead bronze which has an excellent anti seizing property and is the principle component which acts as a bearing out of all layers.
- **Steel back:** Steel back is the last and backing part of the bearing used for shape and support over which all the layers are bonded together.

Gudgeon Pin bearing in a 4 stroke engine is usually made of lead bronze bearing and also used for main bearing for smaller engines.

2. Bi-metal Bearing: This bearing consists of following layers

- **Aluminium Tin:** The first layer of bi metal consists of Al and Sn with thickness of 0.5 to 1.3mm and this is the main element of this type of bearing.
- **Bonding Layer:** The bonding layer consists of aluminium and it is 0.1mm thick. The main function of the bonding layer is to obtain a good bond between the shell and the top layer.

Steel Back: The backing part used for shape and support.



This type of bearings are used in 4 stroke engine main bearings

3. Tri Metal Bearing: These bearings are called tri metal bearing because they consist of three main layers (excluding flash layer as it flashes off) and a steel back. It consists of-

- **Flash Layer:** It is the top most layer with thickness of 1 micron made up of tin and lead and used to protect the bearing from corrosion and dust when not in use. This layer flashes off when bearing is in Running in period.
- **Overlay:** The second layer made up of white metal (Tin Antimony Copper) which is the main component in this type of bearing. Its thickness is 20 microns.
- **Interlay:** It is the third layer used as anti corrosive layer for overlay. It is of 5 microns thickness.
- **Lining:** It is the lining layer between interlay and steel back with thickness of 1 mm made up of lead and bronze.

Steel Back: The backing part used for shape and support.



Used in 2 stroke Main bearing shell

Web-based Mentoring in the Maritime Industry - An Introduction:

Mentoring in the maritime industry is a long-held and incredibly valuable tradition with benefits accruing to both the mentor and the protege. However, due to the unique nature of the maritime working environment, the opportunities to form and sustain a mentoring relationship are actually very limited. Therefore mentoring is vastly underutilized - despite its remarkable benefits. Fortunately, over the last few years technology has matured

to the point where it can now come to our rescue by overcoming the constraints of time and location.

Mentoring in the Maritime Industry

Mentors are role models, advisors, supporters, leaders, motivators, network enablers and sources of wisdom, experience, and inspiration. Being a mentor keeps one's mind active and sharp, is challenging, and provides insight into the needs and issues of a new generation of maritime employee. Many people report that their mentoring relationships are among the most rewarding professional relationships they have had.

The problem, as also mentioned in last week's primer, is that mentoring is traditionally done face-to-face. However, opportunities to interact face-to-face with a maritime mentor are rare due to the isolation of being at sea and the small size of most crews. Add to this the diversity of languages sometimes spoken on-board, and the fact that potential mentors are, more and more, burdened with paperwork and other activities while on-board, opportunities for mentoring junior crew are rare and becoming rarer. Even when mentorship does take place between a superior and subordinate serving on the same vessel, the relationship may be less than ideal. This is because mentoring relationships are typically most effective when they are long lived and when the mentor is not in a position of influence over the protege - neither of which can usually be satisfied by on-board mentoring relationships.

It is because of these advantages and impediments that a web-based maritime mentoring site was proposed and is now in development. Progress is outstanding and we expect it to go live in approximately 2 or 2.5 weeks. The call for volunteer mentors was responded to by an amazing group of highly experienced and varied maritime workers. Thus far we have over 180 volunteer mentors who have graciously offered their knowledge and experience. I am sure we will have many more once the site is operational.

So - what is web-based mentoring (or "e-mentoring") and can it work?

E-Mentoring

Web-based mentoring (or e-mentoring) is simply mentoring which is facilitated by a web-based application. The main idea, of course, is that traditional mentoring relationships are constrained by time and distance - the mentor and protege must meet at a time and location available to them both. This greatly limits the opportunity to find mentors and maintain a mentoring relationship.

E-mentoring overcomes these barriers. It provides tools for mentors and their proteges to interact without having to meet face-to-face, or for that matter, without even having to be available at the same time. This greatly increases the domain of available mentors for a protege since the mentor could be located anywhere in the world (even in a significantly differing time zone), as long as both parties have reasonable internet access. While it is true that not all mariners do have reliable and continuous access to the internet, the numbers are growing and most certainly have reached a point where e-mentoring is more than viable.

Another benefit of e-mentoring is that it greatly enables opportunities for group-based mentoring. Most mentoring is done one-on-one. Even so, in some cases it is more efficient and more appropriate to conduct mentoring as a group (one

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E-mail: rvkm41@hotmail.com

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Ph : +91-44-42018982

OVERSEAS ASSOCIATE – E.U. COUNTRIES

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

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

Website: www.themarinewaves.com

REPRESENTATIVE – SOUTHERN INDIA

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

mentor, several proteges). In the past, even when it was appropriate to engage in group mentoring, it has been especially difficult because the problems of time and distance constraints are made all the more complex when there are more than two people involved. E-mentoring, because it removes the constraints of time and location, makes group-based mentoring no more complex than one-on-one mentoring. This makes group mentoring a possibility which effectively did not previously exist. While group-based mentoring does not replace one-on-one, it can greatly improve mentoring efficiency, allowing one mentor to accommodate more proteges. It also creates the opportunity for peer-mentoring - proteges exchanging knowledge and experience to learn from one another.

Aside from those differences, the nature, outcomes and effectiveness of the mentoring interactions are the same for e-mentoring and traditional (face-to-face) mentoring. The only real difference is that e-mentoring interactions are far more flexible in nature, and the field of potential mentors is infinitely larger. Both are good things.

Please note that e-mentoring does not *require* that the mentor and protege restrict themselves to on-line communications once a relationship is established. If it happens that they are located nearby one another and wish to meet - it may be very rewarding for them to do so. E-mentoring does not remove mentoring opportunities, it expands them.

Can E-Mentoring be Personal?

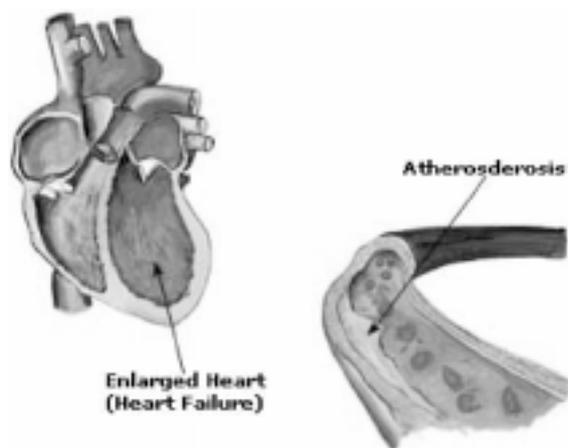
Mentoring relationships - especially the good ones, are very personal, trust-based relationships. The mentor and protege come to know each other very well, come to appreciate one another's concerns and aspirations, and sometimes reveal information they would tell few other people. As such, it is reasonable to ask whether e-mentoring interactions which take place on-line could ever facilitate the same level of "intimacy" as face-to-face interactions. In other words, can e-mentoring be personal?

The answer is a resounding "yes". If the social technology revolution has taught us anything over the last 5 or 10 years, it is that people most certainly can form and sustain personal and professional relationships on-line. Not everyone has experienced this yet (including possibly many readers), but it is very true. If the 150 million users of LinkedIn and the nearly 1 billion users of Facebook are not convincing evidence of our ability to form professional and personal relationships on-line, then the incredible growth of on-line dating sites may be. After all, the necessary ingredient enabling the formation of a mentoring relationship is a pair of compatible people who intend to form such a relationship. Whether they see one another in person, speak using the telephone or skype, or write their comments in e-mail has little effect on their ability to convey their message. As such, why would it have an effect on their ability to effectively engage in a mentoring relationship? It doesn't. Like when comparing on-line and face-to-face learning, we find that each form of mentoring relationship has its benefits and limitations, but both can be very effective.

Home Remedies for High Blood Pressure:

Hypertension or high blood pressure, as it is more commonly known, is regarded as a silent killer. It is a disease of the modern age. The fast pace of life and the mental and physical pressures caused by the increasingly industrialized and metropolitan environments have a role to play in the rise in blood pressure. The heart is responsible for pumping blood through the arteries

to the various organs and parts of the body. The pressure that is exerted on the walls of the arteries with the passage of blood is what is defined as blood pressure. Blood pressure is measured with an instrument called sphygmomanometer in millimeters of mercury. The highest pressure reached during each heart beat is called systolic pressure, and the lowest between two beat is known as diastolic pressure. Most young adults have blood pressure around 120/80. It increases normally with age, even going up to 160/90.



Hypertension is commonly referred to in the media as the silent killer with good reason. The condition often causes no discernible symptoms, causing a large number of fatalities as it is often detected too late. While hypertension or high blood pressure may not be a direct cause of death it could lead to a number of complications and long term diseases that often prove fatal. High blood pressure can afflict anyone past the age of thirty, with the risk increasing as we age, although it could also afflict young adults at times. It is in fact estimated that up to sixty million Americans may suffer from high blood pressure. Awareness about the risk factors and the symptoms of high blood pressure is of great importance as the only effective way of managing high blood pressure is through preventive measures and early detection. Being able to recognize high blood pressure symptoms can literally make the difference between life and death.

High blood pressure can be treated effectively and controlled with medications and lifestyle modifications. Treating high blood pressure should not be taken lightly however and your doctor's instructions should be followed meticulously. Attempts at controlling high blood pressure naturally are ill advised. High blood pressure cannot be cured permanently and a reduction of high blood pressure symptoms should not be taken as a sign to stop treating high blood pressure. Similarly, patients should not attempt self medication or high blood pressure treatment solely with natural treatments for high blood pressure and lifestyle changes. Medical attention is necessary and regular checkups are of great importance especially when detected with the condition. Uncontrolled or poorly treated high blood pressure can cause a variety of complications including heart attacks, kidney failure, strokes and peripheral artery disease among others. The risk of succumbing to a heart attack is in fact directly connected to high blood pressure. The higher your blood pressure the higher the risk.

(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.	6 months pre-sea course for General Purpose Rating 6 Month Pre-Sea Course for General Purpose Rating for &	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. 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. [The admission will be only through Common Entrance Test]	Between 17.5 to 25 years. Between 17.5 to 25 years.	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]	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	1. Yak Education Trust, Khopoli

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

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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, Sriperumbadur 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 & Technology, 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)

Managing high blood pressure naturally with diet changes may be necessary during pregnancy if medications do pose a risk to the mother or child. This of course depends entirely on the advice of your doctor and should not be a decision you make single handedly.

Symptoms of High Blood Pressure

Pain at the Back of the Head and Neck

The first symptom of hypertension may appear as a pain at the back of the head and neck on waking in the morning, which soon disappears.

Dizziness, Palpitations

Some of the other common symptoms are dizziness, palpitations, pain in the region of the heart, frequent urination, nervous tension, fatigue, and difficulty in breathing.

High Blood Pressure Symptoms

There is no variation in high blood pressure symptoms in both men and women or even during pregnancy, and treatment solely with home remedies is always advised against. It cannot be stressed enough that high blood pressure symptoms may not always be apparent. Although common high blood pressure symptoms like headaches, dizziness and vision problems are likely to occur; most people do not notice or suffer any high blood pressure symptoms. The condition therefore often goes undiagnosed as most people lack the motivation to visit a doctor in the absence of any worrying symptoms. It should be kept in mind that irrespective of your health status, lifestyle and fitness regular checkups are advisable for anyone past the age of eighteen.

Causes of High Blood Pressure

High Blood Pressure Symptoms, Causes, Remedy and Diet

Stress and Faulty Life Style

The main causes of high blood pressure are stress and a faulty style of living. Smoking and an excessive intake of intoxicants, tea, coffee, and refined foods destroy the natural pace of life and prevent the expulsion of waste and poisonous matter from the body. Hardening of the arteries (atherosclerosis), obesity, and diabetes lead to hypertension.

Excessive Intake of Common Salt, and High Fat Diet

Other causes of high blood pressure are an excessive intake of common table salt, and eating a high fat and low fibre diet.

High Blood Pressure Causes

In most cases of high blood pressure causes of the condition remain unknown. Irrespective of the high blood pressure causes treatment can be provided to minimize the ill effects of high blood pressure and relieve high blood pressure symptoms like anxiety and headaches. Although there may not always be specific causes of high blood pressure it is undeniable that there are certain conditions that could contribute to or significantly increase the risk of developing high blood pressure. While not all of these factors are controllable, awareness about them does make us conscious of the existence of the risk of high blood pressure, and consequently keeps us alert to the warning signs. The practice of breathing exercises, switching to specific diet foods, and herbs or supplements can help lower blood pressure naturally.

Age: This is one of the biggest risk factors for elevated blood pressure levels and as you age the risk of developing high blood pressure keeps increasing. In the past the age group affected may have been higher, but with the changes to our lifestyle and increased stress levels, pollution and unhealthy diets high blood pressure has also begin to affect younger adults, which is why it is best to start going for annual checkups after the age of eighteen.

Diet: Diets with a high fat content are one of the major causes of high blood pressure. A high blood pressure diet plan or chart will always exclude foods like red meats, junk foods, and other fried or refined foods. There are plenty of healthy alternatives and you can prepare your own high blood pressure diet menu, with recipes for high blood pressure from internet resources. Most of the foods that cause high blood pressure are the ones that are high in sugar content, hydrogenated oils and trans fatty acids. Salty foods, fatty dairy products, greasy and deep fried foods and fatty meat products should all be avoided or eaten sparingly to avoid high blood pressure problems.

Stress: The relationship between stress and high blood pressure cannot be understated and its contribution to increased incidence of the condition in modern society is undeniable. Stress related disorders are on the rise because increasing levels of competitiveness and tremendous technological growth that has changed the urban and social landscape. This stress could either be emotional stress or even physical stress in the individual.

Racial Factors: African Americans are believed to be at a higher risk of developing high blood pressure as compared to Caucasians and this is also likely to occur earlier in life and cause complications of greater severity.

Socio-Economic Status: Although high blood pressure may be uniformly prevalent across all sections of society, the less educated and lower socio-economic groups may be more affected because of a lack of awareness and also a lack of access to quality diets.

Heredity: This is another factor that cannot be controlled and people with a family history of high blood pressure are predisposed to developing the condition.

Gender: Men are generally thought to be a lot more likely to develop high blood pressure as compared to women, but this could vary in different populations. While all of these factors may be uncontrollable there are some things that we can control.

Body Weight: Obesity is known to be one of the biggest risk factors for developing high blood pressure because blood pressure rises with increasing weight. It is highly advisable for anyone who is overweight to attempt to reduce some weight through healthy methods like dieting and working out. Patterns of weight gain are also believed to indicate the risk of obesity to some extent as those who gain weight mainly around the abdominal area are at higher risk, while those who gain weight on the hips and thighs, although at risk would not be as susceptible.

Salt: Some individuals have greater sensitivity to sodium and the consumption of salt will therefore cause a rise in blood pressure. In such a scenario, simply cutting down on salt intake would lower blood pressure naturally. High blood pressure diets are typically low in salt.

Alcohol Consumption: Excessive alcohol consumption is also

known to raise blood pressure levels, particularly in those sensitive to alcohol.

Medications and Contraceptives: Women who have been on contraceptive pills may be at increased risk of developing high blood pressure and the use of certain medications like diet pills or amphetamines could also contribute to the problem.

High Blood Pressure Treatment using Garlic: The relationship between garlic and high blood pressure has been investigated scientifically, and found to be quite sound. Garlic is regarded as an effective means of lowering blood pressure. It is said to reduce spasms of the small arteries. It also slows down the pulse rate and modifies the heart rhythm, besides relieving the symptoms of dizziness, numbness, shortness of breath, and the formation of gas within the digestive tract. It may be taken in the form of raw cloves or two to three capsules a day.

High Blood Pressure Treatment using Indian Gooseberry: Indian gooseberry is another effective remedy for high blood pressure. A tablespoon each of fresh indian gooseberry juice and honey mixed together should be taken every morning in this condition.

High Blood Pressure Treatment using Lemon: Lemon is also regarded as a valuable food to control high blood pressure. It is a rich source of vitamin P which is found both in the juice and peel of the fruit. This vitamin is essential for preventing capillary fragility.

High Blood Pressure Treatment using Grapefruit: Grapefruit is useful in preventing high blood pressure. The vitamin P content in the fruit is helpful in toning up the arteries.

High Blood Pressure Treatment using Watermelon: Watermelon is another valuable safeguard against high blood pressure. A substance extracted from watermelon seeds is said to have a definite action in dilating the blood vessels, which results in lowering the blood pressure. The seeds, dried and roasted, should be taken in liberal quantities.

High Blood Pressure Treatment using Rice: Rice has a low-fat, low-cholesterol, and low-salt content. It makes a perfect diet for those hypertensive persons who have been advised salt-restricted diets. Calcium in brown rice, in particular, soothes and relaxes the nervous system and helps relieve the symptoms of high blood pressure.

High Blood Pressure Treatment using Potato: Potatoes, especially in boiled form, are a valuable food for lowering blood pressure. When boiled with their skin, they absorb very little salt. Thus they can form a useful addition to a salt-free diet recommended for patients with high blood pressure. Potatoes are rich in potassium but not in sodium salts. The magnesium present in the vegetable exercises beneficial effects in lowering blood pressure.

High Blood Pressure Treatment using Parsley: Parsley is very useful in high blood pressure. It contains elements, which help maintain the blood vessels, particularly, the capillaries. It keeps the arterial system in a healthy condition. It may be taken as a beverage by simmering 20 gm of fresh parsley leaves gently in 250 ml of water for a few minutes. This may be drunk several times daily.

High Blood Pressure Treatment using Rauwolfia: Among the herbs, rauwolfia is the best remedy for high blood pressure. Alkaloids of this drug, which have a direct effect on hypertension, have been isolated and are being widely used by

practitioners of modern medicine, but they have certain unpleasant side-effects which the drug, taken in raw form, does not have. Practitioners of the Indian system of medicine have, therefore, preferred to use the root of the drug in a powdered form. Half a teaspoon of this drug, taken thrice a day, is very effective in hypertension.

High Blood Pressure Treatment using Vegetable Juice: Raw vegetable juices, especially carrot and spinach juices, taken separately or in combination, are also beneficial in the treatment of high blood pressure. If taken in combination, 300 ml of carrot juice and 200 ml of spinach juice should be mixed to make 500 ml or half a liter of the juice, and taken daily. If taken separately, one glass should be taken twice daily, morning and evening.

High Blood Pressure treatment using Dietary Calcium and Potassium: Recent studies have revealed an important link between dietary calcium and potassium and hypertension. Researchers have found that people who are on potassium-rich diets have a low incidence of hypertension even if they do not control their salt intake. They have also found that people with hypertension do not seem to get much calcium in the form of dairy products. These two essential nutrients seem to help the body secrete excess sodium and are involved in important functions which control the working of the vascular system. Potassium is found in abundance in fruits and vegetables, and calcium in dairy products.

High Blood Pressure Treatment using Hawthorn: Many herbal practitioners use Hawthorn for reducing high blood pressure risks naturally. Hawthorn supplements or extracts can be taken consumed under medical supervision to control high blood pressure. This particular herb does not have any known negative interactions with other drugs used for high blood pressure. The Chinese Hawthorn fruit is also beneficial in improving heart function, repairing heart muscle damage and dilating the heart blood vessels to enhance blood flow. Diabetics who suffer from high blood pressure can take a daily dose of Hawthorn extract to reduce high blood pressure naturally.

High Blood Pressure Treatment using Fish Oils: Fish oils supplements contain eicosapentaenoic acid (EPA) and docohexaenoic acid (DHA) both of which can reduce high blood pressure naturally.

High Blood Pressure Treatment using Daikon Seed Extract: Daikon seed extracts have been widely used in herbal medicine for a variety of purposes. Daikon seed extracts not only help in lowering high blood pressure risks but also help in maintaining overall cardiovascular health.

High Blood Pressure Treatment using Holly Leaf: Holly leaf also known as *Ilex aquifolium* helps in enhancing blood circulation by expanding the blood vessels and also simultaneously reduces cholesterol in the body. Therefore this herbal remedy is great for controlling high blood pressure and also keeping the mind calm.

High Blood Pressure Treatment using Flaxseed: Flaxseed is very rich in fiber and therefore very effective in lowering LDL cholesterol and preserving HDL cholesterol. Flaxseeds should be consumed regularly along with soups, cereals and yogurt in order to reduce high blood pressure.

High Blood Pressure Diet: Persons with high blood pressure should always follow a well-balanced routine of a proper diet, exercise, and rest. Diet is of primary importance. Meat and eggs, more than any other food, cause the blood pressure to rise.

The pressure can be lowered and blood clotting diminished by increasing the consumption of fruits, reducing protein intake, and sticking to a vegetarian diet. A natural diet consisting of fresh fruits and vegetables instead of a traditional diet, helps to get rid of the toxins from the body. Salt should be avoided; in any case, it should not exceed more than three grams or about half a teaspoon per day. Supplements of minerals or vitamins for high blood pressure control may also be recommended.

Other High Blood Pressure Remedies

Other High Blood Pressure treatment

Persons suffering from hypertension must get at least eight hours of good sleep, because proper rest is a vital aspect of the treatment. Most important of all, the patient must avoid overstrain, worries, tension, anger, and haste. He or she must develop a calm and cheerful attitude and develop a contented frame of mind.

Marking mv Bukoba sinking with unlearned lessons: On 21st of May Tanzanians will be commemorating 16 years since the sinking of mv Bukoba in 1996 in Lake Victoria, causing the deaths of nearly 800 people, arguably one of the worst marine accidents in East Africa, before the mv Spice Islander sank off the port of Zanzibar late last year.

The event should be commemorated and taken as a lesson on maintenance and use of marine vessels so as to stem avoidable accidents while out at sea or in lakes.

David Mziray, public affairs manager for the Surface and Marine Transport Regulatory Authority (SUMATRA) said in an interview that, in order to strengthen and sustain safety of marine vessels and to avoid accidents like MV Bukoba from happening again, SUMATRA was strengthening security presence in every port as well as checking overloading of marine vessels.

SUMATRA is also engaged in raising awareness and education on travelers and cargo transporters on marine vessels through public meetings, radio programmes and television, advertisements and brochures.

Another aspect of current efforts is to update ship captains on weather conditions, with discussions continuing between SUMATRA and the Tanzania Meteorological Agency to set up a system of continual updating of weather conditions on the routes that the ships ply.

Although the transportation authority has strongly sought to provide education on how to avoid accidents there isn't much response in implementing what is being imparted to stakeholders, he said.

Overloading was still the cause of accidents of marine vessels, where one method of checking this trend is to ensure that Public Affairs Manager, marine vessels start their journey from the official port where security is well organized, he stated. Most overloaded marine vessels start their journeys from haphazard docking points without routine or adequate inspection.

Inspected vehicles are also insured and need to be furnished with rescue equipment like life jackets, life boats, with such equipment placed according to the number of passengers, plus extra provisions in case of error, where ten percent more of equipment in relation to passengers is supplied.

The SUMATRA official told The Guardian on Sunday that demonstration exercises to passengers before starting the

journey is a challenge to the sector, he stated, advising marine workers to start placing such equipment and conduct demonstrations for security purposes.

Marine accidents occur often due to carelessness of the captain or port failure to perform its responsibilities like checking the vehicles before commencing a journey.

Marine vessels require detailed inspection once per year, but surprise inspections can be conducted to make sure the vehicle is safe all the time, he said, noting that inspections also involve the qualifications or competence of ship captains and staff.

In commemorating the sinking of mv Bukoba, SUMATRA requests operators of marine vessels not to carry passengers if the ship engine is below capacity for such task. They should also take account of weather information, while taking care not to travel without getting permission from port authorities, leave vessel information to the port officer, plus taking note that small seagoing vessels are not allowed to travel at night.

SUMATRA was established in 2005 as the government sought to hive off certain ministerial activities to specialized agencies with greater autonomy and more presence on the ground, despite that the mv Bukoba accident contributed to the need for such agency.

MV Bukoba was a Lake Victoria ferry that carried passengers and cargo between Bukoba and Mwanza. On 21 May 1996 the vessel sank with great loss of life, with some reports putting the number of dead as reaching 1000 passengers when the vessel sank 25 metres (14 fathoms) of water, 30 nautical miles (56 km) off Mwanza.

Possible causes were identified by Captain Joseph Muguthi, formerly a captain in the Kenya Navy, and writing in the pages of the Daily Nation as a marine navigation consultant. He labeled it an accident waiting to happen, as Lake Victoria ferries disregarded safety regulations.

Specifically this involves provision of life jackets, life rings and life boats, while there is also a lack of fire fighting equipment and lack of distress signals. "What equipment there is, is not regularly checked; the vessels are not regularly dry docked for routine maintenance and repairs are not regularly inspected, while some of marine vessels staff are not licensed to navigate

The lack of equipment and divers was partially to blame for lethargic pace of salvage operations. Rescue teams from South Africa, including Navy divers, were flown in to salvage the ship and retrieve the bodies.

Then President Benjamin Mkapa declared three days of national mourning, with criminal charges brought against nine Tanzania Railways Corporation officials, including the captain of the mv Bukoba and the manager of the corporation's Marine Division.

DOD looks to foreign allies for help passing Law of the Sea treaty: The Defense Department is looking for a little help from its friends overseas as the Pentagon and White House try to break Senate opposition to an international treaty on maritime law.

Meeting with the defense chiefs of several Asian powers during the Shangri-La defense talks over the weekend, Defense Secretary Leon Panetta took the opportunity to continue his push for Senate ratification of the controversial Law of the Sea treaty.

"The United States believes it is critical for regional institutions

to develop mutually agreed rules of the road that protect the rights of all nations to free and open access to the seas," Panetta told Asian defense leaders during the high-level security conference on Saturday.

Ratification of the international pact, which would create de facto rules for the Pacific waterways, would fall "in line with these rules and international order that is necessary" to maintain peace in the Pacific, according to Panetta.

Panetta's remarks were specifically geared toward generating support for the treaty among regional allies in the Pacific, according to Patrick Cronin, an expert in Asian-Pacific security issues at the Center for a New American Security.

"The real audience is Asia," Cronin said, adding that securing support for the pact is an integral part of the White House's national-security strategy for the Pacific.

"Capitol Hill will [continue to] veer between those overselling the benefits of [the treaty] and those unduly vilifying it," Cronin said.

But convincing American allies in the region to adopt the pact could give the Pentagon the leverage it needs to push ratification through the Senate.

Administration officials have long tied treaty ratification to maintaining stability in the Pacific, but if the White House can get the weight of America's Pacific partners behind the administration's push for ratification, that could be enough to get a deal done in the Senate.

Top lawmakers, like Sen. John McCain (R-Ariz.), among others, have come out in support of the treaty, claiming it could be a much-needed check on an increasingly aggressive Chinese military in areas like the South China Sea.

A bloc of Senate Republicans opposing the treaty, led by Sens. Jon Kyl (Ariz.) and James Inhofe (Okla.), are also digging in, preparing to block any effort by the administration to lock in a ratification deal.

Those lawmakers claim the pact does nothing to guarantee regional security along the waterways in the Pacific.

The White House would also effectively tie the hands of the U.S. Navy to conduct operations in the region, since those missions would have to be reviewed and approved by treaty members, opponents claim.

"The few areas that make the Defense Department feel better in regards to maritime disputes are far outweighed by the negative implications to U.S. sovereignty," Inhofe spokesman Jared Young told The Hill on Monday. "The treaty does not keep [China] in check. U.S. naval might does."

Kyl suggested on Monday that Congress could enact a statute that takes certain parts of the treaty and codifies them as U.S. law, allowing the Senate to abandon ratification altogether.

"A statute, in effect, can separate the wheat from the chaff," he said during a speech at the conservative American Enterprise Institute. "The United States [can then] contribute to the clarification of customary international law, by contributing its practices and legal opinions on the law of the sea."

But Panetta argued the United States and its regional partners, China in particular, "have a critical role to play in advancing security and prosperity by respecting the rules-based order" established under the treaty.

"If both of us abide by international rules and international order, if both of us can work together to promote peace and prosperity and resolve disputes in this region, then both of us will benefit from that," according to the Pentagon chief.

"And it isn't just military ... it's the ability to share in a number of areas that will determine the future of our relationship," Panetta said.

The East African reports: "Privately armed 'navies' to protect ships off Somalia coast":

Privately armed patrol boats aimed at deterring Somali pirates could be up and running by as early as next month, after a prominent insurance firm agreed to provide financial support.

Following the successful introduction of armed guards aboard several merchant ships plying the waters of the Gulf of Eden and the East African coast, Martin Reith, the founder and former chief executive of the Lloyd's of London insurer Ascot Underwriting, has taken the protection business one stage further with his plans for a Convoy Escort Programme, which will complement the overstretched naval forces in the region.

The investors are hoping that once the funding is in place, they will buy around seven secondhand naval patrol vessels; the money will also help to finance the armed security guards that will be on board.

Not a new idea and even the first effort of implementing the idea (remember Blackwater's anti-pirate escort? - well, there are several agencies offering private escort vessels already).

There are a lot of questions floating about -exactly where these forces will operate? Under what laws? To whom will their "force" be accountable? Some of these issues are touched on in the book *Maritime Private Security: Market responses to piracy, terrorism and waterborne security risks in the 21st century*", edited by Patrick Cullen and Claude Berube.

The good, the bad and the ugly:

Wasting time and money on safety campaigns when every last cent has to be watched in one of the worst recessions in shipping might seem a perverse way of running a business. That, however, is what it seems some companies are doing, as their audience has already been convinced that the safety messages are simply empty rhetoric or "flummery", according to a new survey of attitudes to safety in shipping.

The audience, composed of staff at sea and ashore, take their cue not from the campaign's words but the regular, day-to-day decisions of the company that affect the health, safety and welfare of their ships and crews.

The fresh concern that has been raised about the impact of the recession on the safety of shipping is unlikely to be allayed by the survey's findings of the mismatch between the rhetoric and the reality that continues to exist in some companies.

In the report from Cardiff University's Seafarers International Research Centre (SIRC), in conjunction with Lloyd's Register Educational Trust, seafarers - from Ordinary Seamen to Masters - and shoreside managers - express their views, backed by anecdotes, on how safety within their particular companies is handled.

The interviewees were drawn from five carefully chosen companies representing different types of trade, of varying sizes and corporate structures and covering both coastal and deep-

sea operations. Two operate in the oil and oil products trades (one a coastal trade specialist), two primarily in container shipping and one in dry bulk (aggregates). Two are described as large companies, two as medium and one as small.

Some of the views and incidents portrayed will echo others' experiences and, while similar findings could be drawn from other industries, the unique nature of shipping - managing mobile assets and equally mobile personnel - in commercial and physical environments that are often hostile makes safety management a particularly difficult challenge.

The company that emerges with the most credit is small and family-owned and one whose crews say they are made to feel part of the family. Size is not, of course, the defining factor in safety as some of the largest shipping companies also have the best safety records. Smaller companies also face the problem of managing the increasing regulatory burden, although some, like the one represented in the report, seem to manage.

The large company operating in oil and oil products trades appeared to their sea-based personnel to put the interests of customers such as charterers first. "Large clients could exert considerable influence which translated into heavy pressure passed onto Captains - always by telephone - from shoreside staff," the SIRC researchers were told.

A different priority appears to have been at work of one of the companies in container shipping. Here some of its seafarers believed the emphasis was on meeting regulatory requirements and ensuring paperwork was in place "to protect the corporation in the event of any mishap".

Instances of "symbolically significant" penny-pinching are quoted by seafarers as examples of what they perceived as the real attitude to both safety and their own welfare. A refusal to reimburse minor expenses incurred while travelling to join a ship rankles, a decision to reduce the number of engineers or to employ East Europeans with a poor command of English creates discontent and authorising an equipment test only after the Master had pointed out the possibly dire consequences of failing an inspection, including the incarceration of a superintendent, in the US fosters cynicism.

In the report* - the latest in a series examining how perceptions of risk can vary under the influence of a range of factors, from cultural background to type of ship involved - one of the litmus tests of the companies' attitudes to safety is the response to a request from a ship for an unscheduled stop to allow fatigued crew to rest.

The small, family-owned company typically agrees almost unquestioningly to such a request, according to the quoted testimony of one of its Masters. Another company is portrayed as less sympathetic to such requests, with the report citing an incident in which a Master who, having delayed pre-voyage bunkering for eight hours to allow the crew to rest, was never seen again after signing off at the next port. If there was a message, it was not lost on the others.

Similarly, another company's attitude to fatigue was perceived by its seagoing staff as delegating responsibility to the ship itself. While seeming to acknowledge the workload on shipboard personnel had increased in recent years - mainly through new regulatory paperwork - management ashore had failed to make extra staff available and believed "fatigue management", i.e. ensuring hours-of-work rules were not broken, was achievable by those on board. Again, the message in this case was that any delay to the ship should be avoidable.

How attitudes to safety are perceived can be determined more by such actions than the regular supply of safety advice in the form of standing orders, posters and videos, although these do not go wholly unappreciated. Similarly, the two-way communication advocated by some to enable seafarers to bring to management's attention their own safety concerns does not work, the report notes, when everything from the ship has to go via the Master.

In the report's conclusion the authors say companies can spend considerable time and money conveying their safety message but then undermine that effort by their daily actions. Seafarers may see a poster or watch a video on safety but the true message comes across clearer and louder through what their bosses actually do.

While no blinding insights or new ways of approaching a familiar subject are provided by the report, it does serve to remind everyone of a problem that refuses to go away. The question it ultimately raises is whether this latest portrait will make any difference and, if not, suggests the only response is reluctant acceptance that there will always be the good, the bad and the ugly.

BIMCO - ISO join forces to establish PMSC standards:

In a joint submission to the 90th session of IMO's Maritime Safety Committee, BIMCO and ISO explain that work is underway to establish an ISO standard for the accreditation and certification of PMSCs (private maritime security companies) providing contracted armed security personnel (PCASP) on board ships. The new ISO standard will be available in 2012 as a Publicly Available Specification. Because the reputation and recognition of the organisations involved provide essential legitimacy, BIMCO firmly believes that this is the best and swiftest methodology to develop the process through which to audit with the necessary thoroughness. In IMO precedent has been set before with endorsement of ISO standards and it is hoped that IMO will also endorse this new ISO standard and thereby help speedily resolve this complex issue.

Government and NGO participation encouraged

Terms of reference and a draft framework for the work will be presented to an inaugural meeting in mid-2012 for expert comment and discussion. IMO Member States and observers are encouraged to participate in the process, and several IMO Member States and NGOs have already designated experts to do so.

Scope of the new ISO standard

Using the existing IMO PMSC guidance and BIMCO's GUARDCON as the point of departure, the ISO standard is expected to address a number of key issues e.g.

- How the PMSC identifies and justifies the exceptional circumstances in which PCASP may be used, and how it identifies and demonstrates compliance with relevant international law and applicable national requirements;
- Methods for rigorous accredited third party certification;
- Details of the necessary contractual obligations as to how the system works between the shipowner and the PMSC including the necessary involvement and interaction with the involved national States;
- Risk assessment methodology;

- Methodology to be followed to decide the size, composition and capability of the security team, including identification and demonstration of compliance with national requirements and strategy of all stakeholder States;
- Method to demonstrate the effectiveness and legality of planned activities on an overall and case-by-case basis;
- Methods to demonstrate the legal management of firearms including purchase, storage, export/import, qualification, training, experience, use, reporting and documentation;
- Methods for documenting and reporting all activities with a close focus on incident recording and reporting.

Potential ramifications of the new ISO Standard

Compliance with the new ISO Standard will provide a number of advantages and assurances for Shipowners as well as PMSCs. Together with BIMCO's GUARDCON the Shipowner will have a solid foundation on which to base the choice of armed security providers. Furthermore, for the PMSC, compliance with the new ISO Standard together with the use of BIMCO GUARDCON will constitute a hallmark of professionalism. With the current state of affairs where the PMSC market is littered with "Mavericks" such a hallmark is just as much in demand by the high-end PMSCs and the shipowners as it is feared by the PMSCs in the lower end of the spectrum.

It is currently under consideration for the future that PMSCs that become compliant with the new ISO Standard and use BIMCO GUARDCON could become eligible for Associate Membership of BIMCO, something which is currently being requested by many PMSCs. Unfortunately, until there exists an acceptable process of accreditation to BIMCO, PMSCs cannot be allowed to become Associate Members.

Customs: EU and USA agree to mutual recognition of each other's trusted traders:

The European Commission has explained in a press release that EU and US certified trusted traders will enjoy lower costs, simplified procedures and greater predictability in their trans-Atlantic activities as a result of a mutual recognition decision signed 4 May 2012. The European Union and the United States of America formally agreed to recognise each other's safe traders, thereby allowing these companies to benefit from faster controls and reduced administration for customs clearance. Importantly, mutual recognition will also improve security on imports and exports, by enabling customs authorities to focus their attention on real risk areas.

There are currently some 5000 companies approved as Authorised Economic Operators (AEOs) in the EU - a number which is growing year by year. The EU and USA are strategic trade partners, with imports and exports accounting for almost \$500 billion in 2011. Today's decision will further boost trade opportunities and contribute to the smooth flow of goods between both sides, without compromising the high security standards on either side of the Atlantic. The joint decision will start to be implemented from 1 July 2012.

Commissioner Šemeta said: "Today's agreement is a major step

forward in the EU-US trade relationship. At a time when businesses need all the support they can get, this will make life easier and cheaper for many trans-Atlantic traders. It will also help to ensure that security checks on traded goods are more focussed and effective, further improving the protection that customs provides for each and every citizen."

Under this agreement the EU and the US will recognise each other's security certified operators. Authorised economic operators in the EU will receive benefits when exporting to the US market, and the EU will reciprocate for certified members of the US Customs-Trade Partnership against Terrorism (C-TPAT).

Mutual recognition of trade partnership programs prevents the proliferation of incompatible standards, and promotes harmonisation of customs practices and procedures worldwide.

Background

Global trade has soared in the past decade, and the chain of transport and logistics system for the world's cargo is becoming increasingly complex. This has forced customs administrations to improve their tools for managing the international movement of goods to better respond to threats related to security, safety and fraud.

Since 2008, European companies can apply for an AEO status to have easier access to customs simplifications and to be in a more favourable position to comply with EU security requirements. The AEO status at EU level identifies safe and reliable businesses that are engaged in international trade. This means they deliver high standards of security and compliance, therefore making these companies highly trusted trade partners at customs checks. Fewer inspections on goods are necessary, and formal customs procedures are quicker to fill in. This benefits the companies because the goods can move faster from one destination to another and help to lower transport costs. It also benefits EU customs administrations to concentrate their efforts on checking high risk transactions.

Mutual recognition of respective trade partnerships is a very important step towards improving the protection of citizens against terrorist attacks. At the same time, recognising each other as "reliable traders" will also lead to more effective container inspection and important cost saving for companies.

The EU wants its major trade partners across the globe to recognise the AEO status to facilitate and protect international trade even more in the future. Switzerland, Norway and Japan mutually recognise the EU's certification. A similar agreement is also being explored with China.

The Transatlantic Economic Council (TEC) has offered important political support to achieving EU-US mutual recognition. At its November 2011 meeting, a break-through was achieved when the Commission and US Department of Homeland Security announced the completion of preparatory work on Mutual Recognition. The TEC is the central political platform for EU-US co-operation on a wide range of high profile regulatory and strategic issues, with a view to furthering trade and investment and, ultimately, growth and jobs.

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Cargo Alert ! Indonesia Bans Export of Nicle Ore and Unprocessed Ore Cargoes: The BIMCO Secretariat has just received the following information from The London P & I Club:

Correspondent for Indonesia, Spica Services, reports that the Ministry of Energy and Resources is imposing a ban on the export of certain unprocessed mining commodities including metal minerals such as nickel ore, iron ore and iron sand.

Regulation No. 7 of 2012 "Increase in Mineral's Added Value Through Mineral's Processing and Refined Activities" ("the Regulation") is to come into force as from 6 May 2012. For a copy of the Regulation click here.

The purpose of the ban is to encourage the development of local processing plants, thereby ensuring that a greater proportion of the potential value of these commodities is retained locally.

Spica report that there is at present considerable uncertainty how the legislation will be implemented but it is thought that there will be an interim procedure whereby exporters that can prove to the satisfaction of the authorities that they are committed to developing the capacity to process their unrefined ores by 2014 will be granted temporary export permits. After this interim phase, the intention is that only the export of processed cargoes will be permitted.

While the extent to which the ban will be enforced remains to be seen, there is a concern that where an unrefined cargo that is not subject to a valid permit is loaded onboard, action may be taken by the authorities to detain the vessel. Whilst detention of a ship is not specifically provided for in the legislation, one local trade association has stated that "the POMALAA Regional Customs Office clearly states after May 6, ships entering Indonesian ports to load minerals, and in particular, nickel ore, will be detained", presumably when the necessary permit has not been obtained by the shipper.

Until the position becomes clearer, it is suggested that Members take care to satisfy themselves that the Shippers are in possession of a valid permit to export the cargo in accordance with the new Regulation.

Come and Meet BIMCO at Posidonia 2012:

Posidonia is again coming up in Greece in summer 2012 and with it a unique opportunity to connect with the Greek shipping environment and beyond. BIMCO will again be represented during the whole week with its own stand at the new venue at to the exciting Metropolitan Expo Centre. BIMCO's President Yudhishtir Khatau and BIMCO's Secretary General Torben Skaanild will be attending a range of meetings and events during the week. At the same time a number of BIMCO Chiefs will be available at the BIMCO stand.

At the stand, BIMCO will actively seek dialogue and exchange of views and encourages all participants at Posidonia - and especially our members - to visit the BIMCO stand 1503 located in Hall 4.

Meet the BIMCO Chief Officers: During the week various Chiefs will be represented. Below is included a list of the Chiefs represented at Posidonia, timings and what area of interest is being covered. Visitors can simply come by the stand or email/call the specific Chief and make an appointment.

BIMCO Chiefs at the BIMCO Stand at Posidonia 2012:

- Chief Information Officer Michael Steiness covering mainly

our website and MyBIMCO.

- Chief Services Officer Henning Nielsen covering Frontoffice focusing in particular on contractual matters. Henning Nielsen will be at Posidonia during 4-6 June.

- Senior Services Officer Michael Frangos covering also Frontoffice including recovery of funds and company information. Michael Frangos will be at Posidonia during 5-7 June.

- Chief Shipping Policy and Economics Michael Lund covering BIMCO's shipping analysis work and BIMCO's advocacy work in general. He will be at the BIMCO stand during 4-7 June.

- Chief PR Officer & Senior Education Officer Peter Grube is covering marketing, education and not least the new and updated Idea 2 and will be at Posidonia the whole week.

- During Posidonia, BIMCO will conduct a competition focusing on some key areas of knowledge regarding shipping and BIMCO's activities. Please follow the link below to participate.

See you at Posidonia 2012!

LEGAL:

Maritime Claims Liability: Steven Hawke of PL Ferrari has sent in his firm's newsletter on the subject of the 1996 Protocol to the Convention on Limitation of Liability for Maritime Claims (LLMC) and the amendments to increase the limits of liability thereunder by over 50%

Amendments to increase the limits of liability in the 1996 LLMC Protocol were adopted by the Legal Committee of the International Maritime Organisation (IMO) in its 99th session on the 19th April 2012. The new, and significantly higher limits, should come into force 36 months from the date of adoption, and thus 19th April 2015, under the tacit acceptance procedure. This procedure, is enshrined in Article 8 of LLMC 1996, and automatically accepts an amendment unless within 18 months of adoption (19th April, 2012) not less than one fourth of the Contracting States at the time of adoption have communicated non-acceptance.

All Contracting States are then bound by the amendment unless they denounce the Protocol at least 6 months before it enters into force (19th. April 2015).

About the LLMC Convention: The general question of limitation of liability for maritime claims was dealt with in the International Convention Relating to the Limitation of the Liability of Owners of Seagoing Ships, which was signed in Brussels in 1957, and came into force in 1968. IMO, which began operations in 1959, then adopted a new convention in 1976, which raised the limits, in some cases by 300%. The compensation limits of the 1976 Convention were raised by means of the Protocol adopted in 1996, and now revised in 2012.

The LLMC Convention sets specified limits for two types of claims against ship owners: claims for loss of life or personal injury and property claims. The Convention provides for a virtually unbreakable system of limiting liability. Ship owners and salvors may limit their liability except if "it is proved that the loss resulted from his personal act or omission, committed with intent to cause such a loss, recklessly and with knowledge that such loss would probably result".

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Email: isareast@dataone.in, Inmarsat "C" (IOR) 44190 7510 Inmarsat "M" (IOR) 64190 1410

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Email: indsar@vsnl.net, Inmarsat "C" (IOR) 44190 7210 Inmarsat "M" (IOR) 76288 2349

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