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5 Killed by Poisonous Gas Inhalation Aboard LPG Tanker

Five sailors were killed and one was injured due to inhaling of some poisonous gas on board a Varun Shipping-owned LPG carrier off the Gujarat coast on Monday morning. "It has been reported that the chief officer, gas engineer, a bosun and three seamen were engaged in repairing a damaged pipe in the compressor room and were overcome by gas," a statement from the Directorate General of Shipping said in a late evening statement, adding five persons died in the accident.

The group of six sailors had gone into the compressor room while the Indian flagged vessel -- MV Maharshi Krishnatreya -- was on its way to Dubai for dry docking after discharging cargo in Mangalore, a company official said. All the six were found unconscious and help was sought from the authorities, the company official said. In a statement, the Navy said it got a call from Varun Shipping at 1045 hrs, following which a Seaking MK 42C helicopter was sent from Mumbai for help. The vessel was 140 nautical miles southwest of Porbandar when the Navy was informed, it added. The company official said the rescue team, which included doctors, declared the five sailors dead while the sixth one was immediately rushed to Porbandar where he is receiving medical help. However, when asked about the cause for the accident, the company official declined to specify reasons, citing pending investigations. There was no explosion or fire on board and there has been no damage to the vessel either, the company official said. When asked specifically if they would have inhaled something foul, the official said, "We need to figure it out... the compressor room is not locked per se, it has two doors." There was a team of up to 20 sailors and officers, who was on board when the vessel was sailing, the official said. The company will be conducting a full investigation into the matter while the Directorate General of Shipping said the Principal Officer of the Mercantile Marine Department at Kandla has been tasked to conduct preliminary inquiry on the incident. The DGS said the ship is on its way to Porbandar now while the company official said all the five bodies are still on board the vessel. The vessel is expected to arrive at Porbandar port by midnight, sources in the Coast Guard said.

(contd. on next page)

Highlights

What is the Difference between Merchant Navy and Defence Navy?

Both merchant navy and navy have their pros and cons, but ultimately it's the individual who has to decide according to his or her interest and inclination before choosing one. In this article, we will try to explain the main differences between merchant navy and navy and what can one expect from a career in each one of them.

Let's start from the basics! Getting into the maritime workforce can be done in two ways - either through the naval services of the respective country or through merchant marine services. But while both are marine services, the differences between them are many and need to be clarified in order to decide a career path.

Differences Between Merchant Navy & Navy

1. The Basic Difference: Merchant Navy, as the name suggests, is the term for commercial marine services. Such commercial activities include both shipping of cargo and people across various destinations in the world. In other words, it can also be said that merchant marine activities are not indigenous or native to any one country but are spread across nations, worldwide.

Merchant marine as it is known synonymously; however has to adhere to certain rules and regulations framed by governing bodies to ensure stability in the activities carried out. To sum it all Merchant navy is a purely commercial form of sea career and is governed by both private and governmental shipping companies.

Defence Navy, on the other hand refers to nations' maritime military wing. Naval ships are those which are used at times of international crises to protect the water boundaries of a nation from getting infiltrated or attacked unduly. Every nation with a waterline has its own navy service with its own code of rules and stipulations. Thus, a career in defence navy would involve services for the respective country through duty on war ships.

Both merchant navy and defence have deals with ships. While the first one is purely commercial, the second one involves careers of high respect and skills.

2. Eligibility: Both merchant navy and navy have their own set of eligibility criteria for entering the maritime services. Individuals interested in enrolling for a career in merchant marines need to have a basic high school certification with subjects like physics, chemistry and math. Alternatively, individuals interested in applying for higher hierarchical positions need to have a graduation certification in science.

The most important requirement of joining a country's naval services is that the individual applying needs to be a citizen of that country. This factor forms the most important difference between merchant navy and navy in terms of eligibility criteria. Most of the navies of the world have their own entrance and screen exams for choosing the right candidates. However, both merchant and defence navy have the same requirements as far as the fitness and medical condition of the person is concerned.

3. Pay Scale: This is one of the most talked about topic among candidates planning a career at sea. In the merchant marines, the pay scales depend on the standards set by international institutions like the International Labour Organisation (ILO) and the International Transport Workers' Federation (ITF).

The pay-scales are set as per the hierarchy of the jobs in merchant marines and each individual is entitled to receive the same. Merchant marine is already famous for high salary packages and a glamorous life on ships.

By contrast in the navy, the pay-scale depends on the position of an individual and his total work experience. The pay-scale is set as per a nation's laws and differs from country to country.

It is to note that though the salary of merchant navy officers is always a talk of the town, a career in defence navy is something that comes with highest level of respect and pride.

4. Ranking structure: Both merchant marine and navy have their individual hierarchical system. Jobs in merchant navy can in the technical department or pertaining to the deck zone or in the servicing area. Individuals with the right aptitude and skill-set can join in any one of the three specialised criterions. Moreover, sometimes the ranks of professionals also depend on the company and type of the ship. But the basic structure remains the same.

Jobs in navy on the other hand, start at the lieutenant level - which is the lowest rung in terms of ranking. The rankings assigned to navy servicemen differ in each country, thus making them singular in their own right. Just like in Merchant navy, each rank in Defence Navy comes with great responsibility and honour.

Jobs in navy and the merchant marine require a huge level of commitment and dedication on the part of individuals as both have extended periods of service. In the case of the former, the threat of infiltrators looms large while in case of the latter, the requirement of commercialisation makes shorter trips impossible. In spite of their differences, however, the most common similarity between the two maritime services is that they offer high levels of satisfaction to the individuals engaged in the professions.

From the Editor's Desk

"ELECTION" can't be the only referendum for evaluation of 'Honesty' as it covers several dimensions in various forms". CORRUPTION need to be judged from the good administration of justice and national governance, which requires a closely knitted selfless society of good humans. – Dr. Chandran Peechulli

'Expectations' borne out of necessity, turns mindsets into imaginations, leading to innovations of success. – Capt. Arun Chandran

The advent of computers and modern communication has brought in "UBIQUITY" the state of being everywhere at once (or seeming to be everywhere at once) – Mrs. Divya Arun

"We must use 'TIME' creatively and forever realise that the 'TIME' is always hope to do great things". – Martin Luther King

An ounce of practice is worth more than tonnes of preaching. – Mahatma Gandhi

Passed-out Marine Students from DGS approved Maritime Academies/Institutions are desperate for placement on board ships, since left half baked on passing out from the mushroomed maritime academies/institutions wherein the listed faculty are of namesake, while they sail on deep seas and oceans, while such institutions are substituted with substandard staff , cutting-down cost by greasing the palms of the national maritime regulating authorities. Incidents of Prathiba Cauvery and Warna are cases, in the public eye through media, similar to Flags of Convenience.

It is to emphasise that eLearning should work for seafarers at work, *considering the valued earned-leave ashore of the active seafarers on returning back to their families(near and dear ones). Hence, it is our earnest desire to consider wherever feasible to involve e-Learning. Introduction of eLearning for seafarers, were advocated ever since my involvement into the media, twelve years back, in 2001, more effectively on my return from UK after my higher studies. On eLearning effectiveness. To Be Clear…Before covering the material evidence about eLearning, we should be clear that eLearning can never be a total replacement for all maritime training issues. When we talk about training and competencies in the maritime world, we need to consider two vital components: Knowledge and Skills. other aspects being attitude, experience, zeal and energy etc. We can all agree that knowledge and skill are the two basic components required for maritime competency, aside from the notable example of simulation training, eLearning is primarily focused on knowledge acquisition. Knowledge forms the basis for all skills and competencies. Notings from STCW Manila Amendments, Chapter II, Section B-II/1, Paragraph 14:* **"Scope of knowledge is implicit in the concept of competence.... This includes relevant knowledge, theory, principles and cognitive skills which, to varying degrees, underpin all levels of competence. It also encompasses proficiency in what to do, how and when to do it, and why it should be done. Properly applied, will help to ensure that a candidate can: work competently in different ships and across a range of circumstances; anticipate, prepare for and deal with contingencies; and adapt to new and changing requirements."** *So knowledge is critical and therefore worthy of our focus. Although knowledge is a requirement for competency, it is not sufficient. Hands-on training, experience, attitude, time, etc are all required to complete the picture. So while eLearning (as we will see) can improve knowledge acquisition in many ways, it cannot ever remove the need for hands-on training and experience. The time and experience with SWOT analysis has proved effective, considering the precious time of the seafarers ashore, supposedly to be with their near and dear ones which they are missing, working out on the deep seas. The best evidence, is a report published in 2010 by the U.S. Department of Education (US DOE).The report* **"Evaluation of Evidence-Based Practices in Online Learning, A Meta-Analysis and Review of Online Learning Studies".** *In the case of the US DOE study, the meta-analysis was formed after looking at roughly 1,000 studies, and then filtering them down to 45 studies which were sufficiently rigorous and covered the desired questions directly. These 45 studies were then carefully reviewed to distil the information for this one report. As far as I am aware, there is no better answer anywhere to the question "does eLearning work". The Answer The US DOE meta-analysis came to several conclusions,since there are many useful nuances to the conclusions, all of which will provide a greater understanding of eLearning effectiveness. Let's look at some of the most notable conclusions:* **Conclusion No. 1:** *Online learning outperforms face-to-face learning:* **"Students in online conditions performed modestly better, on average, than those learning the same material through traditional face-to-face instruction with loopholes. Learning outcomes for students who engaged in online learning exceeded those of students receiving face-to-face instruction."** *The size of the difference in effectiveness between on-line and face-to-face instruction was quite small, but it does exist with the "win" going to on-line learning. However, with the effect being so small, I have always considered the learning effectiveness between on-line and face-to-face to be roughly equivalent.* **Conclusion No. 2:** *Blended learning is best:* **"Instruction combining online and face-to-face elements had a larger advantage relative to purely face-to-face instruction than did purely online instruction."**

Blended learning is the technique of combining learning modes - in this case on-line learning and face-to-face learning. The conclusion above indicates that when you use a combination of on-line and face-to-face training, the learning outcomes are better than for either face-to-face or eLearning alone. This makes intuitive sense because each mode of learning has strengths the other one cannot offer. Therefore combining them yields results that either alone cannot offer. The conclusion here is clear, if your goal is to provide the very best training possible, you should use a combined approach involving both face-to-face training and on-line learning. **Conclusion No. 3:** *Interaction with peers and/or instructors improves learning outcomes:* **"Effect sizes [i.e. the improvement in learning outcomes] were larger for studies in which the online instruction was collaborative or instructor-directed than in those studies where online learners worked independently."** *This is a very important conclusion which cannot be stressed enough. One of the major advantages to on-line learning is its ability to connect people to one another. It facilitates informal learning by connecting trainees - allowing them to learn from one another in a way that face-to-face training can't. In addition, despite perceptions to the contrary, on-line learning can be facilitated by an instructor and, as the conclusion above shows, learning outcomes are improved when this is the case. Therefore, while it is indeed possible and effective for trainees to learn on-line independently, the best outcomes are achieved when we use technology to connect people to further facilitate the learning process.* **Conclusion No. 4:** *Blending and connecting are the most important considerations:* **"Most of the variations in the way in which different studies implemented online learning did not affect student learning outcomes significantly… Of those variables, the two mentioned above (i.e., the use of a blended rather than a purely online approach and instructor-directed or collaborative rather than independent, self-directed instruction) were the only statistically significant influences on effectiveness."** *There are many different ways in which we can facilitate on-line learning. One of the variables we hear about the most is the media type - the choice between text, images, videos, audio, etc. The US DOE study looked at how delivery and media affected the learning outcomes. What they found was that aside from the decision to employ eLearning, the only two variables which created a significant improvement in learning outcomes were blending (combining face-to-face with eLearning) and connecting trainees to an instructor and other trainees - both of which were mentioned above. Interestingly, however, it was found that substituting one media type for another (for example, video for text) made no significant difference in outcomes. So while there are clearly situations where one media type is preferable over another, this conclusion tells us that aside from these special situations, it is safe to choose media based on what is economical to create and maintain.* **Conclusion No. 5:** *eLearning works, regardless of the subject matter: "The effectiveness of online learning approaches appears quite broad across different content and learner types." eLearning has been around long enough and studied long enough that we can safely conclude that it is effective for all kinds of knowledge acquisition. There is nothing special about maritime knowledge or maritime learners that makes the field immune to the benefits of eLearning. That is not to say that there are no hurdles to overcome in maritime eLearning - there are. For example, the availability of internet on-board, and the sophistication of vessel based training both have slowed the adoption of eLearning in the industry. However, those obstacles are being (and have been) largely overcome by maritime-specific learning management systems (LMSs) and the industry is following suit by adopting eLearning methods. This study makes it clear that the benefits of eLearning are not domain-specific.* **Conclusion:** *In the late 1990s, when eLearning was new to the world, there was a tremendous amount of activity around the question of whether eLearning produced good learning outcomes. The maritime industry has been slow to the "eLearning party" and there are some advantages to being the last one in. One of those advantages is the fact that the question of effectiveness has been answered. It works. Although it has taken roughly 15 years to come to that conclusion, the evidence is now overwhelming.*

REGRET to inform 'Valued Readers' that we are going off from prints, to remain on-line only, from the New Year 2013.

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What to Do in Case of Death of a Person Onboard Ship? Death on board ships as a result of any kind of adversity is an extreme form of emergency situation. In case of such unfortunate event, the crew and master of the ship must take all the necessary steps that are mentioned in WHO's International medical guide for ships or according to the procedures given by the radio medical personnel.

The master of the ship would inform the company about the deceased person along with other necessary details that are required in the form of evidence.

Important details required as evidence are:

- Date, time, and position of the vessel when the death occurred
- Location of the death if it occurred because of an accident
- Record of the working hours of the deceased
- Details of the condition of the body
- Complete eye witness statement that is taken immediately after the incident

- Type of medical treatment given to the person before death
- Details of the person who gave medical treatment
- Details on indication of intoxication, if found
- Details of tools, wires, equipment etc. which was the cause of death
- Timed photographs of the place where deceased was found
- Details of telemedicine assistance, if available and provided
- Any other information asked by the company

The company is responsible to inform the next-of-kin of the deceased person. Also, it is to note that in case the incident occurs when the ship is at port or anchor, the procedures according to the laws of that particular country needs to be followed.

If at port, the master should inform the local agents, medical personnel, and concerned persons of the P & I club. The local agent would guide the master regarding the procedures to be followed as required by the authorities of that particular country.

If the accident has taken place at the sea, the procedures and guidelines as provided by the company are followed. The company might ask to preserve the body in an emptied refer compartment. Also, the agent of the next port of call must be informed beforehand so that the necessary information is provided to the local authorities, the consulate of the ship's flag state, and the correspondence of P & I club.

As per the rules, all the belongings of the deceased person should be packed and handed over to the agent to be sent to the company, which would eventually forward it to the next-of-kin along with a copy of inventory list of belongings.

All the details are to be noted in the official log book for later reference.

Kindly note that this is just a general overview of the practice that is followed in such situations, the full procedures/guidelines to be followed in case of death on board ships would vary according to the company policies and laws of country in which the death occurred.

SCI takes delivery of Suezmax crude carrier: With Hyundai Samho Heavy Industries Co. Ltd refusing delivery of the crude oil tanker to the JV, Irano Hind Shipping Company, SCI the JV partner agreed to purchase it from Hyundai

The Shipping Corporation of India Ltd. (SCI) took delivery of a Suezmax crude oil tanker, named as m.t. "Desh Shobha" this morning. It was purchased from Hyundai Samho Heavy Industries Co. Ltd (HSHI), S. Korea on resale basis. The order for the vessel was placed on HSHI by the joint venture company Irano Hind Shipping Company (IHSC) which is now in the process of being wound up. SCI holds 49 percent in this defunct JV, formed in 1974, and the Islamic Republic of Iran Shipping Lines (IRISL) 51 percent.

Tehran has been under intense UN watch due to its alleged nuclear weapons program. Following the US and Israeli pressure, the UN Security council slapped economic blockade on Tehran, including oil sales, in 2010. Accordingly, the Indian government took the decision to cease operations and wind up the JV. It is understood that because of the sanctions Hyundai had refused delivery of the vessel to IHSC. Hence SCI had to purchase the vessel.

m.t. "Desh Shobha" has a gross tonnage of 81,334 tonnes and deadweight of 1,58,034 tonnes at scantling draft. The vessel has been classed with LR and IRS and has been built to comply with latest international regulations.

The shipping markets are prevailing at low levels at present and as a result the shipbuilding industry has been going through a recessionary phase. This has presented opportunities for acquiring vessels at attractive prices. SCI has used this available opportunity to acquire the vessel from HSHI.

India as a nation is dependent on import of crude oil and having tankers under Indian flag provides vital energy security to the country. As is known, uninterrupted transport and supply of oil, a major source of primary energy, is vital to a country's growth. In times of international crisis, it is all the more important to maintain a secured supply line. In view of this, addition of crude oil tankers to national fleet will ensure uninterrupted transport of essential cargoes such as crude oil and petroleum products in the process ensuring national and energy security. Energy transportation has also been the core business segment for SCI and induction of this vessel in SCI's fleet will strengthen its position in the energy transportation sector.

In view of this strategic acquisition, SCI's crude oil tanker fleet

has increased to 3.63 million dwt and SCI's fleet strength has now increased to 78 vessels totalling 5.69 million dwt. The company has 21 vessels on order at present and 7 of these are slated for delivery during the remaining period of 2012. According to S. Hajara, the CMD of SCI there is no plan for any new acquisitions in the near future considering the depressing state of sea transport.

Indian dredging companies face a bad patch: Mostly small dredging companies suffered losses because they were too keen to take up risky contracts more than they could handle. Dredging business is said to have passed through a bad patch in the past few months with many small players losing heavily in some of the contracts undertaken by them. Among these were mostly new comers into the field who in a hurry to make it big tried to clinch deals which they considered good opportunity to make money but ended up losing heavily. The reason being, that they failed to make a proper assessment before undertaking the contracts. Unfortunately most of these small players who after taking up the task especially in some of the major and minor ports on the West coast of India saw themselves "bleeding away" as they faced more obstacles than what they were ready for. As some analysts put it 'they lacked the expertise and experience'.

Most dredging companies in India began to take shape just 10 to 15 years ago. All along it were the foreign dredging companies that had a field day - and yet continue to do so even today. The small and medium players having come on the scene with little or no experience are no match against the Belgium and Holland based dredging giants.

"Indian companies have to put up with several hurdles," says Hemanth Meka Rao of Meka Group. "For one, the banks don't give loans easily. Only if the dredging company has a contract in hand do the banks agree to provide loans because this assures a source of income for paying back the loan amount. Again only if the company has the proper dredger for the job to be contracted do they agree to provide the finance (that is for capital dredging it won't help to have a trailer suction dredger meant for maintenance dredging)."

Most Indian companies are not geared to offer the entire range of dredging services. With a mere two or three dredgers they are left to depend more on chartering for meeting any exigencies - which need not necessarily be a reliable option. With many companies having come on to the scene it is becoming a common feature to see several bidders turning up to bid for small contracts with often the number exceeding ten.

A dangerous trend has taken shape mostly amongst major ports who are now adding to the risks with the terms of agreement which put contractors to a disadvantage. Devdatta Bose, Group Vertical Head - Ports & Transportation of Tata Consulting Engineers Ltd., points out that the offshore works are notoriously vulnerable to wave, wind and tidal forces. "Contractors are expected to somehow budget for the incidence of these risks before-hand on a project basis," he says. "At times, the employers are better placed to evaluate this risk and yet they pass these risks on to the contractors."

The dredging work in Cochin port began to be considered a graveyard for many small timers. Several companies lost heavily there all because of the risks that were passed on to the ClassNK prepares the ground for ECDIS Training.

The industry gets set to take on board the Electronic chart display and information system (ECDIS) Electronic chart display and information system (ECDIS) having been made acceptable by International Maritime Organization (IMO) for meeting the chart carriage requirements, there has been a lot of apprehension and presentiment among mariners, training institutes, shipping companies, regulatory bodies, flag states, port states, front line manufacturers and others about the training requirements. Endeavoring to put at rest these qualms and also serve as a facilitator in helping to implement the regulation seamlessly, ClassNK last week conducted a seminar for a wide section of the stakeholders highlighting type of the training mariners will have to undergo.

Although at present there is no specific IMO requirement for deck officers to undergo ECDIS type specifictraining, it is an ISM requirement that ships officers are adequately trained in the use of equipment fitted onboard and a STCW requirement that mariners on vessels are competent to carry out the duties expected of them. Hence, deck officers have to attend an approved generic ECDIS operators' course based on the IMO standards model (IMO Model Course 1.27 on operational use of ECDIS) and type specific training as provided by the equipment manufacturers or their agents to ensure they are fully familiar with the equipment fitted onboard their vessel.

Maritime authorities of flag states are required to approve the generic training as required by the STCW convention but they are not expected to approve the type specific ECDIS training, which would be done by the classification societies, to extend greater credibility. Leading flag states including that of U.K., Australia and Singapore have taken a lead and already come out with their directives, each one having certain specific requirements relating to the familiarization (type specific training), according to their pattern of operations. India known to play a significant role in IMO training activities has hardly made any progress in this regard, but there is still time for the Indian administration to come up with its directives. This may be one reason why ClassNK decided to fill in the vacuum and help clear the air about any misgivings.

The seminar proved to be a big boon for most stakeholders and brought lot of clarity. It was pointed out that different maritime administrations have different requirements. According to ClassNK, the Generic training based on STCW 2010 would be for five days (40 hours) and the Familiarization training based on ISM Code would be for 2 days (14 hours). Manufacturers of ECDIS must be involved in imparting training. Resources supplied by the ECDIS manufacturers such as CD and DVD could form part of the ECDIS training. With regards computer based training the matter was still under discussion in the IMO and nothing specific was decided. The question of whether an officer who had undergone training, was qualified to train other officers was clarified was clarified that, it was not acceptable, unless he is specially trained as an instructor for imparting training. ECDIS training approved by ClassNK, which had world-wide authorization offer speedily certification, of high quality and

acceptance by port state control and oil majors. Several training institutes, Shipping companies and Shipmanagement companies round the world have already been approved by ClassNK. ECDIS will go a long way in almost eliminating the chances of ship collision or getting grounded. It will bring about a monumental change of the operation of ship and their navigating pattern. It is only when ships have to navigate in waters where lot of small craft and trawlers such fishing vessels, row boats, barges are involved in various activities that human intervention becomes necessary.

Australia's Classic International Cruises in Administration:

The Business Recovery & Insolvency team at Lawler Partners appointed voluntary administrators of the cruise line.

Brad Tonks and John Vouris of the Business Recovery & Insolvency team at Lawler Partners were appointed following a resolution by the company and made the following announcement.

The Administrators understand that CIC Australia's management have been working with the owners of the cruise ship "Athena" to confirm its availability for the 2012 - 2013 voyages after recent reports that Athena was arrested at port and that it is currently unable to depart. The management of CIC Australia have been in negotiations to source an alternate vessel to

backup Athena in the event that it remains unavailable.

A backup was found, however, CIC Australia was notified on 30 October 2012 that a final agreement may not be reached because of delays prior to the scheduled departure of the cruise from Marseille, France on 12 November 2012.

Upon receiving this news the management of CIC Australia sought immediate advice in relation to CIC Australia's financial affairs and placed the company into Administration.

Whilst future bookings have now been placed on hold, the Administrators intend to continue the task of sourcing a suitable vessel for the 2012 - 2013 cruises. The Administrators will be providing travel agents with regular updates as further information becomes available and we encourage customers to contact their travel agents in relation to their future travel arrangements.

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General Procedure of Preparing Ships for Entering Ports:

"Arrival at port" and "Departure from port" are two extremely important aspects of a ship's voyage. Both these procedures are considered critical because of a number of complexities involved with them. Both engine and deck department have to prepare themselves well in advance in order to ensure safety of the ship and the crew.

Before arriving at a port, the ship's crew has to plan and discuss all the matters that would be required for safe berthing and cargo operation of the ship at the port.

In this article, we have provided a general overview of the guidelines that are to be followed before entering a port. Kindly note that the below mentioned is not an exhaustive list, and the officers in charge must use their knowledge and skills in order to ensure safe manoeuvring and berthing of the ship. It is also imperative that the navigation officer thoroughly know his duties.

Before Entering a Port

The master of the ship will inform well in advance the "time of arrival" of the ship to the chief officer and the chief engineer. If needed, a meeting would be arranged with the senior officers or the officers in charge to discuss all matters necessary for ship's arrival at the port.

Once this is done, the officer-in-charge would check the conditions of all the items mentioned in the "checklist for entering ports". The results of the checking procedure would be mentioned in the deck log book.

All officers including deck cadets and crew members are assigned duties during berthing of the ship. According to the orders of the master, all those involved with the berthing procedure would be assigned a "position" to carry out the duties and to guide the ship operations.

Deck Department

A general plan involving stations for entering the port would involve Master taking the control of the vessel at the bridge, accompanied by the third engineer. Chief Officer at the ship's bow to command and guide the forward station.

The second officer at the aft to command the aft station (However, this can change if master has other duties for the second officer)

Deck crew members will be asked by the second or chief officer to assist in the berthing procedure

Additional deck crew members can be asked to carry out the job of a lookout by the master whenever necessary

The Bosun would generally assist the chief officer

Check Out Full Ship Arrival Checklist for the Bridge Department

Engine Department

A general plan for engine room department for entering port would involve Chief engineer taking the control of the engine room First/Second engineer can also be asked to be in the engine room and command subordinates for operating machinery systems.

Third and fourth engineer can be asked to be stationed at particular places in the engine room according to the orders of chief or second engineer

Junior engineer would assist senior engineers and would take rounds of the engine room according to the orders of second engineer

Motorman/Pump man would assist in engine room operations under the supervision of senior engineers

Other engine room ratings can be assigned duties by the chief engineer if required

It is to note that the main engine astern testing should be carried out every time before entering any port. The testing is generally done before the pilot board the ship.

Check Out the Full Checklist for Port Arrival Procedure for Engine Room Department

Apart from the above mentioned procedures, all important machinery systems such as steering gear, generators, important navigation equipment etc. must be tried and tested before the actual manoeuvring process begins.

What is the Difference between Nautical Science and Marine Engineering?

In order to have a successful career at sea, it is important you make the right decisions at the start. Degrees in nautical science or marine engineering are two ways in which one can get a job on ships. However, choosing between engine and deck side career on ships is one such decision that often bothers students.

Moreover, there have been several cases wherein students have taken up deck or engine side just to realize after sometime that they are more inclined towards something else. It is therefore extremely important that one knows in advance what field they are going to pursue and what job they would be doing later on while on ship.

So what is the difference between nautical science and marine engineering degrees? How would you know which one to choose and what to expect from that?

Difference between Marine Engineering and Nautical Science Degrees Marine Engineering

Marine engineering is a field that deals with the engineering aspect of the maritime industry. Like any conventional engineering course, marine engineering is a four year course which prepares an individual to become an engineer on ships.

Marine engineering is all about machinery on ships, boats, yachts, or any sea going vessels. There are several other technical streams that sprout out from this field. The curriculum of the course focuses on teaching specialized knowledge of both theoretical and practical marine and mechanical engineering. Greater importance is given to impart skills and competencies that are required to operate and maintain machinery on board ships.

The subjects taught in the first and second year of the course are almost the same as those taught in conventional mechanical engineering. The main aim is to introduce engineering sciences to the students and to make them understand the applications of those sciences in various aspects of marine engineering.

The third and fourth years are totally dedicated to impart marine technical knowledge. Both theoretical and practical aspects of marine machinery are covered with special focus on ship's operation and maintenance of marine machinery. Practical knowledge through laboratory and workshop training is provided throughout the four years of the program, so that students get hands-on knowledge of dismantling and maintenance of machines on ships.

Nautical Science

While marine engineering makes an individual a ship's engineer, nautical science prepares a person to become a deck officer. Nautical science is a three years course after which the student joins a ship as trainee cadet officer. After completing sufficient time at the sea and clearing required competency exams, promotion is given to the officer.

Nautical science imparts nautical technology knowledge which is important to become a deck officer on board ships. Theoretical and practical knowledge required for navigation, cargo operation, and ship maintenance and operation is imparted during the three years course, along with exposure to some areas of humanities and social sciences. Hands-on training is extremely important as a deck officer and thus detailed procedure and maintenance techniques of importance deck machinery is an integral part of this course.

Emphasis is also given on providing specialized knowledge on subjects such as seamanship and working in marine environment. Several modular courses that are required to join a ship are also included in the syllabus of nautical science, along with special training on sailing, boat handling, rope and rope ladder climbing.

What is Marine Engineering?

About a century ago no one would have heard about a marine engineer, but today it is a profession which is as established as any other famous ones. Over the last 100 years, engineering as a field of study has developed and diversified far beyond what could have been imagined prior to this period. Not only this, it has also branched out into various specialized fields that have achieved great progress. Most of these new fields are aligned to any of the basic engineering branches like mechanical, electrical, civil, electronics, computers etc and have something or the other incorporated from them. One such branch is called marine engineering.

Marine engineering is the branch of study that deals with the design, development, production and maintenance of the equipments used at sea and on board sea vessels like boats, ships etc. As a matter of fact, it is quite a vast field and it also has many sister arenas like naval architecture and nautical science. A marine engineer is a professional who is responsible

for the operation, maintenance and repair of all major mechanical and engineered equipments on board a ship. There are many mechanical systems that help in the operations of any vessel like the propulsion mechanics, electricity and power generation system, lubrication, fuel systems, water distillation, lighting and air conditioning system etc. These are all included in the technical responsibilities of a marine engineer.

A variety of marine programs, conducted by engineers also fall under this area of study, like an underwater vehicle research, cable laying work, renewable energy production in marine areas etc. In the latter half of the 19th century, marine engines for propulsion arrived and revolutionized the sea traveling vessels. It was about this time that the marine engineer began to stamp his importance over the scheme of work and transformed from a 'stoker' to an engineer. In recent years, there have been many new introductions to the marine technologies that have further enhanced the machines and the services like the fuel cells and magneto hydrodynamics etc. Further research and development is also in progress and newer details emerge every now and then. It would thus be safe to state that marine engineering is a very dynamic field.

In recent times, this field of study has caught on the imagination of many around the world. The interest shown by students of various countries and the response at the concerned departments in the universities bears testimony to this. The increase in the employment opportunities in this field has added to the lure of a job as a marine engineer. Both merchant navy and armed navy have immense opportunities for the students of this field. In addition to this, various manufacturing industries and units that produce shipping equipments and machines also hire these professionals to work in their production houses. Also, budding field jobs as trainers and teachers at various institutions are available and suitable candidates are very much in demand. Judging by the developments and the interest it would not be wrong to assume that this field of study would continue to leave an indelible mark on the world.

List of Post Graduation Courses after Marine Engineering: For some people one education degree is never enough. These are people who crave of knowledge, irrespective of the field they are in. If you have a degree in marine engineering/naval technology and are one of those who want to study further after securing a degree in merchant navy, then read on.

It is not necessary that after obtaining a degree in marine engineering one has to forcibly go on ships. If you have the patience and will to study further, there are several opportunities on shore which are equally lucrative. However, kindly note that not all post graduation courses would facilitate you with a land job, but yes, most of them would.

We have compiled a list of post graduation courses that can be done after a bachelor degree in marine engineering/ naval technology.

Post Graduation Courses

- MSc marine engineering
- Post Graduate Diploma in Marine Engineering
- MSc Coastal and Marine Engineering and Management
- MSc Marine Studies and Costal Resource Management and Higher National Diploma in Marine Engineering
- Naval Architecture and marine sciences
- Naval Architecture and ocean engineering
- Marine drafting
- Ocean engineering
- Naval Architecture and Ship building
- Coastal engineering and management
- Masters in Shipping and Transport
- Marine Transport design
- MSc Technical management of ship operation
- MSc Subsea engineering
- MSc in Offshore Floating Systems
- MSc Marine and Offshore Power Systems
- Offshore and Environmental Technology
- Pipeline engineering
- Subsea Engineering and Management
- Sustainable energy technologies (marine)
- Submarine design and technology
- Maritime operations and management
- PG Diploma in International transportation and Logistics
- Port Management
- MSc Remote Operated Vehicle (ROV) System and Design
- Ship and offshore Structure
- MSc Marine Sciences
- MSc Marine Zoology
- MSc (Marine Sc.) specialization in Marine biology, Marine geology, Marine geophysics, Chemical oceanography, Physical Oceanography, M.Sc. (Meteorology & Oceanography)
- MSc Marine geology

- MSc Ocean Life Sciences
- MSc in Marine bio. Oceanography
- MSc in marine biology
- Maritime Law

Maritime Industry provides a myriad of opportunities for those who want to explore different facets of the marine world. A post graduation in any of the above mentioned courses would open doors to a range of new opportunities in the maritime field itself.

The master of the ship would inform the company about the deceased person along with other necessary details that are required in the form of evidence.

Important details required as evidence are:

- Date, time, and position of the vessel when the death occurred
- Location of the death if it occurred because of an accident
- Record of the working hours of the deceased
- Details of the condition of the body
- Complete eye witness statement that is taken immediately after the incident
- Type of medical treatment given to the person before death
- Details of the person who gave medical treatment
- Details on indication of intoxication, if found
- Details of tools, wires, equipment etc. which was the cause of death
- Timed photographs of the place where deceased was found
- Details of telemedicine assistance, if available and provided
- Any other information asked by the company

If the accident has taken place at the sea, the procedures and guidelines as provided by the company are followed. The company might ask to preserve the body in an emptied refer compartment. Also, the agent of the next port of call must be informed beforehand so that the necessary information is provided to the local authorities, the consulate of the ship's flag state, and the correspondence of P & I club.

As per the rules, all the belongings of the deceased person should be packed and handed over to the agent to be sent to the company, which would eventually forward it to the next-of-kin along with a copy of inventory list of belongings.

All the details are to be noted in the official log book for later reference.

Kindly note that this is just a general overview of the practice that is followed in such situations, the full procedures/guidelines to be followed in case of death on board ships would vary according to the company policies and laws of country in which the death occurred.

A Chief Engineer's Concern Regarding Slow Steaming of Ships: Slow steaming has been adopted by majority of companies and ship owners in order to survive in these tough times of rising fuel prices and financial recession.

Originally started for Container Shipping by Maersk Lines and justified by the cost sheets and economics, the concept has been borrowed by other kinds of ships including the Dry Bulk ships, whose operating speeds are traditionally low.

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Ship owners instruct their Chief Engineers to run the ship on economy speed also called Eco speed or slow steaming.

Long before other ship owners caught on with the concept, shipping companies like Maersk experimented with slow steaming and presented to its customers and ship owners the complete fact sheet of slow steaming along with the financial viabilities. They even requested all major engine builders to issue a no objection certificate that convinced reluctant Marine Engineers and ship owners that slow speeding is possible and if correctly done would not jeopardize the Main Engine.

In these series of well researched articles we will discuss the technical requirements to slow steaming, various modes of slow steaming including super slow steaming, the retrofitting, modifications with the upgrade kits and the suitability of intelligent engines for slow steaming.

Chief Engineer's Concern

In the transient times of changing standards, stricter regulations and new emerging technology it finally translates to the ship's Chief Engineer, along with his team of marine engineers in consultation with the technical management to implement the changes on the ship.

As slow steaming is not a regular affair for a marine engineer nor have they been trained for it, some efforts have to be made to remove the traditional mindset and reluctance of the engine staff and retrain them. In addition they have to be instructed about additional routines and inspections of the Main Engine, which is operating outside its designed optimal range.

Marine engineers have always been advised by engine manufacturers that low load operation must be avoided. The engines must be run close to its continuous rating for optimization of all its parameters and allowing the individual components to operate in their designed range.

A chief engineer has the following concerns with regards to slow steaming:

- Frequent and thorough scavenge and under piston inspections must be carried out.
- Over lubrication of the cylinder liners is as dangerous as under lubrication. Unless the engine has a load dependent cylinder lubrication system which is suited for slow steaming, the cylinder lubrication rate must be adjusted to optimal value as per manufacturer's advice.
- Slow steaming causes fouling of the turbochargers and loss of efficiency.
- Turbochargers operating outside their designed range produce less air flow leading to more deposits.
- Causes increased carbon deposits on the injectors compromising their performance.
- Causes fouling of the exhaust gas economizer resulting in reduction of capacity as well as increased danger of soot fire.
- Causes a reduction in scavenge air pressure resulting in improper combustion.
- Leads to improper atomization of the fuel as well as impingement.
- Causes increased carbon deposits and maintenance intervals have to be modified likewise.
- Causes low exhaust gas temperatures. Running the engine with exhaust gas temperatures below 250 deg C can cause low temperature corrosion.
- Causes reduced peak compression pressure.
- Damage occurs and becomes imminent when engine is run at full load after long period of slow steaming.
- Compromises the piston ring pack efficiency, leading to increased under piston and scavenge deposits.
- Increases the risk of scavenge fires and needs extra scavenge and under piston area draining.
- Cause loss of heat transfer due to carbon deposits and failure of components due to thermal stresses.
- Causes reduction in the efficiency of the economizer causing the need of oil fired boiler to operate and adding to extra cost and maintenance.

Slow Steaming of Ships: Checks and Precautions:

Traditionally main engines are designed to run between 75 % to 85% load range during continuous operation.

However, to run the ship's engine for slow steaming, a number of precautions need to be taken to run the marine engine at low loads.

In this article, we will discuss about the various checks and precautions that need to be taken for preparing marine engines for slow steaming of ships.

Checks for Slow Steaming

In general in traditional marine engines (except intelligent engines) few checks are needed to be made if low load operations are carried out.

Frequent scavenge inspection and under piston area inspections.

Check piston rings for breakage, fouling and lack of springiness.

Frequent inspection and cleaning of exhaust boiler. Consider using high pressure jet machines for effective cleaning.

Check cylinder lubrication rate and inspect liners and piston for over and under lubrication and scuffing.

Check turbocharger RPM as well as the scavenge air pressure. Any drop in RPM or the scavenge air pressure at same load may indicate fouling of the turbocharger.

Check and record the temperature difference of the exhaust gas between the inlet and the outlet of the turbocharger. A reduction in the difference may indicate fouling of the turbine.

Check and record the funnel stack temperature after the exhaust gas boiler. Any gradual increase in the temperature at same load and decrease in steam pressure may indicate fouling of the exhaust boiler tubes. Any sudden increase many indicate a minor fire.

Take frequent indicator cards and check main engine performance.

Drain air cooler of water frequently.

Precautions and Maintenance for Slow Steaming of Ships: It is a known fact that most breakdowns related to slow steaming occur not during slow steaming itself but when the engine is again operated in the normal range. To avoid any breakdown when the main engine is again put back to normal operating mode, certain precautions and routines have to be carried out diligently during slow steaming.

Keep Jacket Cooling Water at optimum temperature of about 80 to 85 deg C and avoid fluctuations. Keep at the highest temperature permitted by the engine manufacturer. This helps to reduce the thermal stresses on the liner and avoid cold corrosion.

In load dependent cylinder lubricators slow steaming may lead to lower feed rates hence more suitable higher BN (base number) cylinder oil may protect against corrosion problems.

Reduction of engine load from 90% to 30 % increases the residence time (time inside the cylinder for each charge of cylinder oil) by three times. This means higher BN cylinder oil must be used.

When lower BN oil is used a higher feed rate must be used.

In case Ultra Slow steaming is done with auxiliary blowers running then extra electric motors must be supplied and kept on board.

Fresh water generation will fall due to reduced heat load hence preheating the jacket water may be considered to generate sufficient water and avoid water purchase costs.

Exhaust gas temperature after EGB should not be allowed to fall below 220 deg C to keep it above the dew point of sulphuric acid.

Regular engine load up should be done at least every second day to around 80 to 85 % of MCR, to prevent fouling of the Exhaust Gas Boiler (EGB) and the exhaust manifold. It will also burn away any unburnt fuel and oil in the exhaust manifold.

Dry washing of the turbine wheel and washing of the compressor must be carried out during the load up.

Soot blowing of the EGB must also be carried out additionally during this period.

Avoid water condensation in air coolers and keep scavenge air temperature around 40 to 45 deg C.

Maintain hot well temperature by cooling water control of the condenser and directly allowing some condensate to the hot well by bypass valve.

Use correct cylinder oil feed rate as per recommendations from manufacturer.

Use cylinder oil having correct and higher BN as recommended by the manufacturer.

Good maintenance must be done for the fuel injectors and revised maintenance intervals should be issued. There is increased fouling and dripping chances during slow steaming.

Cold corrosion can be caused by low exhaust temperatures during very low load operations. Care should be taken to avoid exhaust temperature after the cylinder to drop below 250 deg C. This figure is particularly important as temperature will drop further after extraction of heat in the exhaust boiler.

Frequent washing of exhaust gas boiler and extra soot blowing routines should be implemented.

Main injection viscosity of fuel oil between 12 to 13 CST.

Maintain higher LT temperature (in central cooling plants for optimum scavenge temperature and jacket cooling water temperature.

Fresh Water Generator may need to be bypassed to maintain Jacket temperature on some ships.

Keep auxiliary blower continuously on (in manual mode) to avoid elevated exhaust temperatures after the cut off and before the cut in period. Exhaust temperatures above 450 deg C can cause hot corrosion and burning of exhaust valves.

Low load operation can cause un burnt fuel and cylinder oil to be accumulated in the exhaust manifold and may suddenly burn causing subsequent over speeding and damage of the turbocharger when load is increased again. Carry out frequent exhaust manifold inspections.

Gas Engineer - An Exciting Offshore Career: Among all the offshore jobs, being a gas engineer is one of the most intriguing careers. For all those who intend to have a marine engineer careers, gas engineer jobs present with a lot of favorable opportunities to make use of engineering knowledge and get exposed to excitements of offshore life.

If you wonder how to be a gas engineer, questions discussed

in this article are certain to be on your mind. Here are answers to some of your questions.

What to expect from gas engineer jobs?

For all those who look forward to oil and gas engineer careers, a hard life away from family is something you need to be prepared for.

Long stretches of offshore works on rugged waters are part of the job profile. Other than these, you job as a gas engineer would require you to:

- Designing, modifying, improving and planning drilling operations
- Project scheduling
- Cost management
- Mechanics and equipment handling for operations
- Supervising oil and gas operations and suggest corrective steps
- Looking into integrity of vessels employed for oil drilling and extraction jobs
- Process and systems control
- Project supervision and management
- Quality maintenance
- Pipeline integrity

Besides these responsibilities as a gas engineer, you would require to be constantly on a watch for schedules and deadlines. Oil and gas operations run on a tight schedule so maintaining the efficiency of the operations at all times is an absolute necessary. As a gas engineer, you would need the skills to be able to keep the project up and ahead of time always and in case of a snag, identify the problem and rectify it quickly.

What do I need to become a gas engineer?

If gas engineering is your choice field of work, strong will would have to be your quality. A Marine engineerworking on offshore programs has to live under tough conditions and often away from loved ones for extended periods. So physical and mental strength for such a job would be the first quality you should possess. Your educational qualifications should include:

- **A degree in engineering -** you would need a degree in any of the disciplines like mechanical, structural, marine, civil or chemical engineering. A basic knowledge about prerequisites of an engineering job is what you are expected to know
- **Field specific knowledge and training -** A marine engineer can choose from several fields like subsea operations, marine corrosion engineers, process engineers etc. If you wish to pursue a specific field, you must have additional gas engineering training in that field.
- **Gas engineer training** is a must for all contenders of this job. Trainings for this job can be attained through a training center, universities, academies or online training programs that offer you practical training of dealing with otherwise harsh situations faced by a real time gas engineer.
- **Work experience -** most employers look for a minimum of two to four years of experience before hiring someone for a highly responsible job like gas engineering.
- **Pressure management -** marine engineers work under

high pressure situations of getting things done within short time slots. Ability to manage high pressure situations and get things done would be highly appreciated quality

- **Team worker -** in gas engineer jobs, you would be needed not only to supervise several operations but work with a lot of people, together as a team. Ability to work harmoniously with different people would be needed to get through this job.
- **Team leader -** keeping the team of people working under your supervision would be a task for you to perform. Hence, being a natural team leader would help you fit more smoothly into a job like this.
- **Interpersonal skills -** In a gas career as an engineer, dealing with people for onshore and offshore dealings need you to possess skills to get along with people with ease. You should be able to interact easily with variety of people.

What can I expect back in return?

Being anoil and gas engineer is high rewarding job, especially for those who are willing to offer their skill and hard work. Companies employing gas engineers understand the immense effort that goes into it and offer remuneration to match it. As an oil and gas engineer, you can expect a remuneration of $33 per hour for an operator's job in oil and gas operations. But salaries vary with the post of individual.

While a trainee may draw around $22 per hour, technicians can expect something different. As a technician, base salary expected can be $67,900 per year for junior position to $153,000 per year for senior managers. Besides salaries, most companies offer benefits in terms of insurance, overtime and bonuses. However, the level of salary to be expected varies greatly from region to region, employer to employer and on basis of the skill and work experience of the candidate.

How to become a Marine Engineer after doing Mechanical Engineering?

If you are a mechanical engineer and wish to get a job in the merchant navy, then you can do so by becoming a marine engineer using your mechanical engineering degree.

Mechanical and marine engineering courses have several subjects in common and this makes it easier for a mechanical engineer to get an additional degree in marine and open new doors of opportunities.

Moreover, with the present shortage of maritime professionals in the shipping industry and lack of quality mechanical engineering jobs in the market, taking up marine engineering is an ideal choice for those already having a degree in mechanical engineering.

How to Become a Marine Engineer?

The best part of pursuing a marine engineering degree after mechanical engineering is that you don't have to go through the four years of rigorous engineering training, which a marine engineer has to go through. All you need is a one year specialized course.

A one year Graduate Marine Engineering (GME) course after mechanical engineering would give students the licence to enter merchant navy. This one year GME course is all you need to become a marine engineer after doing mechanical engineering.

Eligibility Criteria

However, there are certain requirements which one should satisfy in order to join the one year marine engineering course. They are as follows:

- Graduation in BE (Mechanical) Engineering / Naval Architecture with minimum marks of 50% in final year
- Must have minimum 50% marks in English language at 10th or 12th or in Degree Exam.
- Must not be more than 28 years old
- Should satisfy all health requirements that are necessary to join the merchant navy. To know more about the medical health requirements, read Physical Fitness and Medical Requirements to Join Merchant navy.

Institutes Offering Graduate Marine Engineering Course

If you are a mechanical engineer in India, there are several institutes that are recognized by the Directorate General of Shipping, India and which provide 1 -year Graduate Marine Engineering Course (GME).

Kindly note that each institute has different admission procedure, and thus it is advisable to contact the institute directly in order to get the right information about the course.

Some of the prominent institutes offering GME course are:

- Academy of Maritime Education & Training, Chennai
- Samundra Institute of Maritime Studies, Lonavala, Maharashtra
- Vel's Academy of Maritime Education and Training, Chennai
- International Maritime Institute Ltd, Greater Noida
- Garden Reach Ship Builders and Engineers Ltd, Kolkata

20 Institutes Offering Graduate Marine Engineering (GME) Course in India

The Graduate Marine Engineering (GME) course provides mechanical engineering graduates an opportunity to take up one year course and enter merchant navy by becoming a marine engineer.

In order to become a marine engineer after doing mechanical engineering, one needs to do a compulsory 1-year Graduate marine engineering course.

In India, this course is offered by 20 institutes which are approved by the Directorate General of Shipping. They are mentioned below.

Contact the institute directly in order to know more about the course and admission procedure.

20 Colleges Offering Graduate Marine Engineering (GME) Course in India

1. HIMT College, Kanchipuram, Tamilnadu
2. Academy of Maritime Education & Training, Chennai
3. Coimbatore Marine Centre, Coimbatore
4. Chidamabarm Institute of Maritime Technology, Chennai
5. Mangalore Marine College, Mangalore
6. Institute of Maritime Studies, Vasco-da-Gama,Goa
7. Cochin Shipyard Ltd.,Perumanoor,Kochi
8. Samundra Institute of Maritime Studies, Lonavala, Maharashtra
9. Vel's Academy of Maritime Education and Training, Chennai
10. Maritime Foundation, Chennai
11. Garden Reach Ship Builders and Engineers Ltd, Kolkata (Direct Link: GRSE (pdf))
12. International Maritime Institute Ltd, Greater Noida
13. Great Eastern shipping company Training Institute, Lonavala, Pune
14. RL Institute of Nautical Science, Madurai
15. PSN College of Engineering, Tirunelveli
16. C.V. Raman College of Engineering, Bhubaneswar
17. Vishwakarma Maritime Institute, Pune
18. Praveenya Institute of Marine Engineering & Maritime Studies, Vizag, AP

19. Anglo Eastern Maritime Academy, Karjat, Maharashtra.
20. Marine Engineering and Research Institute, [IMU Mumbai Campus], Mumbai

The Role of General Average in the Maritime Industry: "General Average" is a term used in the maritime industry to define shares in a common loss during maritime accident.

Defined by York Antwerp rules 1994 of General Average, these rules lay guidelines for the distribution of loss in an event when cargo has to be jettisoned in order to save the ship, crew, or the remaining cargo.

The rule states the apportionment of losses amongst the parties involved in any maritime adventure in case of an extra ordinary sacrifice or if the expenditure is made intentionally with proper justification that the causes for the same involved preserve the other property from risk of being lost.

The underlying cause which led to introduction of General Average was, in event of the grave situations where safety of ship, crew members and cargo was jeopardized.

It's always a difficult decision for ship's crew to take appropriate action to save the interests of cargo owners and the ship. The time constraints in such exigencies don't allow the ship's crew to decide which cargo to jettison and which to leave. Consequently there would be a hot debate arising among cargo and ship owners as to whose cargo has been jettisoned and whose interests compromised. The loss being totally on the account of the person whose cargo has been discharged.

Thus, in order to regulate unprejudiced interests of all those parties who enter into a common maritime venture, a powerful tool named General Average was introduced, in the York Antwerp rules of 1890 and later reviewed and amended recently in 1994.

The clauses of General Average under the York Antwerp Rules 1994 can be simplified as under

- A loss is deemed to be considered under general average if and only if the reason of sacrifice is extraordinary or the sacrifice is reasonably made for the purpose of common safety for preserving the property involved .E.g. Capsizing due to inclement weather condition, shifting of cargo leading to excessive listing of vessel
- When two or more vessels are pushing or towing and are involved in a commercial reason, then general average applies if they disconnect from each other in order to preserve the vessel and the cargo
- General average shall be applied only for those losses which are linked directly with the material value of the cargo carried or the vessel. Any claims arising due to the delay, a loss or expense caused due to loss of market or any indirect loss must not be accounted into general average
- Each party's share in the general average should not be determined by fault based approach. The risk borne by all should be equal in all aspects. Though if one of the parties actions has resulted in the loss, legal actions can be taken against those actions
- Average adjusters are individuals or institutions looking after claims arising due to general average. The parties of a general average claim should send a written notice to them within 12 months from the date of termination of the common maritime agreement between the parties involved. If they do not receive this notice the adjusters are entitled to proceed with all available information with them
- If a vessel or cargo is damaged by water, including damage by beaching or sinking a burning ship in order to extinguish the fire, then that damage shall be countable as general average. Also if a vessel is grounded intentionally for common safety, it excludes damage caused by smoke or heat of fire
- If salvage operations are carried out in order to save or prevent the loss of cargo, or to prevent or reduce an environmental damage, the expenditures involved and the remunerations to salvors should be allowed in general average
- If any vessel has been grounded and the cargo is liable to get damaged, then efforts can be made to refloat the vessel. However if such efforts cause damage to boilers or machinery of the vessel it shall be made as general average
- The procuring expenses of any cargo, fuel or ship's stores upon being discharged as per general average act shall be admitted into general average
- Loss of freight incurred to the owner by due to loss or damage of cargo should be included in general average , however it is important to deduct from it the expenses which would have incurred by the owner for carriage as they were not actually incurred
- If cargo is sold in damaged condition, the general average amount is the difference between net sound and net damaged value.

130 People Believed Drowned Off Bangladesh: As many as 130 people may have drowned off the coast of southern Bangladesh after a boat carrying passengers trying to illegally get into Malaysia sank in the Bay of Bengal, Bangladeshi authorities said Thursday, Nov 1, according to CNN.

The accident appears to be the tragic result of an annual migration of thousands of people along dangerous, clandestine routes operated by criminal gangs.

Details have only recently begun to emerge about the sinking, which happened early Sunday, according to Lt.-Col. Zahid Hassan, the commander of the Bangladeshi border guard battalion in Teknaf, the area from which the boat is believed to have departed.

Just six survivors have been recovered by Bangladeshi authorities from the 136 people reported to have been on the vessel, Hassan said. Authorities are seeking nine people identified as operators of the human trafficking ring that organized the boat trip, he added.

Most of the people on board are believed to have been Bangladeshi, according to Hassan. But some, including three of the survivors, were Rohingya, Muslim people from Rakhine state in Myanmar, or Burma.

The survivors were taken to the town of Maung Gaw by fishermen. The fishermen also reportedly found six bodies, including two women, who they believe to be victims of the boat accident.

Lewa said local sources told her that boats chartered by relatives of the victims had also seen 40 bodies floating at sea on the Burmese side of the border, roughly 20 miles south of Bangladesh.

Sandy Responsible for 300,000 Gallon Oil Spill on U.S. East Coast: The Coast Guard National Strike Force is overseeing clean up efforts at the Motiva petroleum terminals including its facility in Sewaren, N.J. The outcome of these assessments will determine the timeline for a return to operations.

With regards to the Sewaren tank facility:

Four diesel oil storage tanks were damaged, two of which are believed to have released some of their contents. Before the storm each tank held 336,000 gallons of oil.

The exact volume of diesel oil released from the tanks will be determined when crews are able to gain safe access to the tanks.

Initial response actions were successful to stop the flow of diesel from the secondary containment area into Woodbridge Creek, N.J. The diesel fuel is contained in the area around the storage tanks in Woodbridge Creek, Smith's Creek and the Motiva Terminals dock on the Arthur Kill Channel. Approximately 130 responders are taking part in the cleanup effort.

Product and water is being recovered by vacuum trucks from the secondary containment area and pumped into a separate onsite storage tank.

Assessments of the surrounding waterways, creeks and community have been conducted. Contractors are working to remove contained pockets of oil in Smith's Creek utilizing skimmers, vacuum trucks, absorbent pads, and absorbent boom. Additional cleanup actions are ongoing around the docks.

The Atlantic Strike Team conducted air monitoring for the community around Smiths Creek and had normal air readings.

Continued assessments are being conducted via small boat up and down the Arthur Kill channel to locate any more recoverable oil. No sheen or oil was reported in the navigable channel or on the New York side of the channel this morning. The Coast Guard is continuing to conduct over flights in the area to assess the impact of the oil.

The Coast Guard is working with Motiva, the NJ Department of Environmental Protection and with Middlesex County Officials to monitor cleanup efforts.

Motiva has appropriately taken responsibility for the incident and has fully implemented their facility response plan to include a formal incident command system being established.

A reported 300,000 gallons of diesel fuel has spilled into waters between New Jersey and New York from a New Jersey oil refinery that was closed due to Hurricane Sandy.

Motiva, a joint venture of Shell Oil and Saudi Refining, said the spill occurred at its Sewaren, New Jersey, facility, along the Arthur Kill, the tidal waterway separating New Jersey from Staten Island, New York, reports the Chicago Tribune. At least two diesel storage tanks were damaged.

The company later confirmed that there has been no further oil released since the initial event. Previously deployed booms are continuing to skim the spill in the waters adjacent to the site. Luckily, no injuries occurred in this incident.

200 people were working on the cleanup, but some efforts are difficult due to the aftermath of the hurricane. A U.S. Coast Guard official said that damage to the port and debris in waterways is complicating navigation for the cleanup.

The oil had been successfully contained by a floating boom to minimize its spread, according to AFP. Additionally, during an assessment flight to evaluate the storm's impact, the coast guard noticed evidence of minor oil spills in other spots, but the Sewaren spill was the most significant.

Shell has not released any official statements regarding the oil spill.

Hurricane Sandy has caused 62 deaths in the U.S., and billions of dollars in damage.

Spanish Navy Takes Custody Of Suspected Somali Pirates: On 24 October 2012, 120 nautical miles southwest of Socotra, the EU Naval Force ship ESPS Castilla took custody of six suspected Somali pirates, who allegedly attempted to seize the Spanish tuna fishing vessel FV Izurdia. Their transfer to Spain was ordered by Central Court of Prosecution no3, Madrid.

The suspect pirates were transported to ESPS Castilla by the helicopters of the Dutch Ship HNLMS Rotterdam, flagship of NATO Operation Ocean Shield. HNLMS Rotterdam captured the suspected pirates the day after the unsuccessful attack on the FV Izurdia.

On 31 October, arrangements for transit of the suspected pirates have concluded and they are en-route to a Spanish Court.

Brazil's Future Begins at the Port of Santos: Located on the left margin of Santos Port, EMBRAPORT - Empresa Brasileira de Terminais Portuarios (Brazilian Port Terminals Operators) - is an undertaking of Odebrecht Transport in partnership with DP World and Coimex to construct and operate a private port terminal of mixed use. When finished next year, the terminal will have a turnover of two million TEUs (20-foot containers) and two billion liters of bulk liquids. Total investment cost is more than $1 billion.

The construction of the new terminal is motivated by the growth of international commerce in the last decade, which has gone up by 15 percent. The Port of Santos moves about 40 percent of all the containers in Brazil. According to the latest statistics compiled by Containerisation International, the Port of Santos moved up from 43rd to 30th place in world rankings. The port's economic activity is focused on the industrial and agricultural output of the Sao Paulo region and is also a transit port for

the southeastern region of the country and other Mercosur partners.

According to CODESP (Companhia Docas do Estado de São Paulo), cargo volume in the Port of Santos reached 100.8 million tons in the month of September, an increase of nearly five percent. The largest volumes of cargo are sugar, soybeans, coffee and meat. The major destinations are the United States, Russia, China, Europe, Argentina, Venezuela and Chile.

The new terminal in its first phase will begin operations in March 2013 in an 845,500 m² area next to the bulk terminal on the Island of Barnabe, between the Diana and Sandi Rivers on a 1,150 m quay with two piers and a 342,000 m² storage yard and a 60,000 m³ bulk liquid storage facility. It will be equipped with 12 portainers (Post Panamax), 49 gantry cranes, 90 terminal tractors and 12 reach stackers.

The new terminal will connect to the Rodovia Piaçaguera-Guarujá Highway in order to avoid the truck traffic going through the city of Santos, while the MRS railroad will transport cargo from the industrial complex of Baixada Santista in the Sao Paulo Metropolitan area and other surrounding areas.

Combined Maritime Forces: Piracy Remains A Persistent Threat, With Real Victims:

The Indian Ocean, and Gulfs of Aden and Oman have long been an ample hunting ground for the pirates who wish to ply their illegitimate trade against innocent mariners.

And that scourge has not gone away. Although in the last month we have only seen 1 pirate attack and 4 disruptions the international diplomatic, military and shipping communities remain focused on the issue, and for good reason. Piracy remains a persistent and credible threat.

Piracy is not a victimless crime. The excellent news about the release of 21 Filipino hostages from the MV Free Goddess can be countered by the more recent statement that the MV Orna has reportedly been freed after being held captive for nearly two years, sadly without six of its crew members who are still incarcerated by the pirates ashore. These events should serve to remind us about the plight of those that are affected by piracy, who might be from large or small vessels.

Around two hundred crew members from six merchant vessels and seven fishing vessels* are currently still held hostage. Only in May of this year was the MV SMYRNI seized; she and her crew still remain under pirate control.

Piracy remains a flexible threat, and pirates adapt their methods according to the circumstances and environment. For example, they often use small vessels which are difficult to detect, hidden amongst the thousands of fishermen innocently earning a living in the region, turning the fishermen into both a shield and a target.

Organisations like Combined Maritime Forces use a variety of intelligence feeds from many sources to place our ships and aircraft in areas which are deemed to be a high risk to mariners. That said, even the combined navies of the international community cannot be everywhere at all times. It is for this reason that we call upon the merchant shipping community to keep up its guard, keep implementing Best Management Practice, keep training its crews and finally keep a good look out at all times. Experience has shown that adopting these measures goes a significant way to reducing the success of piracy.

The situation ashore in Somalia is slowly improving, of course. In time, it is hoped that those who set off from its shores intending to conduct acts of piracy will realise that their chances of success are slim, that the hazardous task could well result in death, and that there are alternative - legitimate - livelihoods.

But for now, although the trend is down, and the number of hostages and ships being held is decreasing, this issue has not gone away. Therefore Combined Maritime Forces yet again urges the ship owning and operating community to continue maintaining heightened vigilance and defensive measures.

4 Missing After Vietnamese Cargo Ship Sinks Off Sri Lanka:

On Tuesday, a Vietnamese cargo ship, along with its 22 crewmembers, sank off Sri Lanka. 18 were rescued successfully, but 4 remain missing - including the ship's captain.

Around noon (local time), the Vietnam Maritime Search and Rescue Co-ordination Center (MRCC) received emergency signals indicating a potentially hazardous situation from the Saigon Queen while it was transporting wood products from Myanmar to India, reports Sri Lankan newspaper The Nation.

Shortly afterwards, all contact with the vessel was lost due to extreme weather conditions. Some surviving crewmen said that the ship was rolling from side to side, causing the cargo onboard to move, and forcing them to refasten the goods.

In coordination with the Vietnam Shipping Communications and Electronics Company, the MRCC was eventually able to send out urgent messages calling for rescue efforts from nearby ships and other maritime rescue forces, including the U.S. Coast Guard.

About 9 hours after the initial report of danger, crew from the Cyprus-flagged Pacific Skipper saved 3 and maintained contact with 15 others who were adrift on their life rafts after the ship sank. All these people were rescued later.

Search and rescue operations for the 4 men still missing are still ongoing. There has been no further information regarding their fate.

The sunken ship is owned by the Saigon Shipping Joint Stock Company and was built in 2006 by the Saigon Shipbuilding Industry Co.

Plan, Prevent and Protect against Oil Spills: The need to prevent oil spills and bring into place rapid response operations were the main highlights of the Oil Spill India Conference 2012. There has been one oil spill too many recently. Some spills have gone unreported, including one in the KG basis on the East coast of India, another in South India near Kochi, et al. But the big oil spill have made headlines including the one caused by MSC Chitra & M V Khalijia III collision in August 2010, which became an eye opener for the Indian administration, authorities and the maritime industry. Whether oil spills come to the notice or not the risk they pose to the environment can be colossal often bringing to bear heavy liabilities and losses on various concerned agencies and also affect the livelihoods of many.While the initial focus has been on prevention, but now the accent is also on giving high priority to developing capability to respond to spills.

To deliberate on these serious environmental concerns, the Oil Spill India Conference 2012 was organized by iTen Media at Goa last week from September 13 to 15 under the theme "Plan, Prevent, Protect". India being a signatory to the Oil Pollution Prevention Convention, the importance of maintaining certain minimum facilities and equipment at ports to deal with operational and accidental oil leakages as well as to receive contaminated ballast from tankers became the crux of the deliberations.

In his address to over 250 high profile delegates representing almost the entire section of the maritime trade and industry, the Convenor, Capt. Sandeep Kalia, Executive Director, Great Offshore Salvage Services Ltd. said, "Today, protection of the marine environment is the dominant consideration in most salvage and oils spill response operations. Salvor's mission is to 'keep the pollutant in the ship'". He emphasized on the imperative need for an "Association or body" in India which deals with all relevant aspects of oil spills, including sources of oil spills, contingency planning, mitigation strategy, need for review of different existing legislation for oil spill management and the need for training and re-training.

P Elango, CEO, Cairns India Ltd and A K Hazarika, ex CMD of Oil & Natural Gas Corporation (ONGC) & currently Director - Onshore, ONGC provided nationwide perspective of the oil spill response capabilities available in the country and mitigation strategies put in place by ONGC as well as Cairns Energy.

The Chief Guest, Sudhir Vasudeva endorsed the theme ' Plan - Prevent - Protect' as it aptly reflects the concerns of the society with regards to oil pollution, as the entire E&P fraternity is venturing from deep to deeper waters to discover and produce more hydrocarbons. Mr Vasudeva highlighted the fact that thecountry has to depend heavily on the import of crude oil to meet its domestic needs. ONGC has set a target of doubling India's domestic production by 2030 and overseas acquisitions by almost nine times. What this means he concluded is that ONGC will have to step up exploration and with growth of such quantum there would be an imperative need to bolster their own abilities to gear up for potential pollution threat, Tier 3 and beyond. He recalled the Macondo incident in Gulf of Mexico - an accident which cannot be allowed to be repeated here,

Expert opinions were presented by eminent speakers belonging to teams from ITOPF, Norway, Singapore, OSRL & UK Oil Spill Association. They gave an exhaustive account of their response capabilities through their presentations.

The conference culminated with an expert panel discussion comprising of J. G. Chaturvedi, Executive Director ONGC, Capt S B Bhambani - Sr. VP SCI, Dilip Mehrotra ex Dy Director General-DG Shipping, Dr. R K Raju of Reliance Industries Ltd and Hari Kumar of Cairns Energy India and moderated by Capt. Sandeep Kalia.

The panelists were in agreement on one main issue viz that none of the existing legislations wholly answers the requirement of oil spill management. Furthermore, the aspects considered by the individual organizations do not answer all the requirements of oil spill management and need major changes. It was also observed that there exists inordinate delay in mobilization of equipment and manpower from overseas.

It was agreed that there is a compelling need for the country, its administrators, authorities and the stake holders to give highest priority in developing the national response capability beyond Tier 1 & 2, by engaging professional National Salvage & Response companies, who can provide expeditious response and be overall cost effective!

Passenger Vessel Sinks Off Morocco, 14 Dead: At least 14 passengers headed to Spain have died when their craft sunk off the coast of Morocco.The sinking reportedly took place Thursday in the Mediterranean Sea off the Moroccan city of Alhucemas, according to a Moroccan official.

The ship was headed from Morocco to Spain. Spain's Maritime Rescue Service sent a Spanish air force plane and rescue ships to the scene. They found the boat 18 miles from the Moroccan coast. At least 70 people were on board, 17 have been rescued. Spanish authorities transported the survivors back to Morocco. A search is under way for more survivors.

CNN stated that the people on the ship are thought to be migrants escaping to Europe. Many Africans looking to flee their homelands have tried to reach Europe by boat.

Rena Owners Fined: Maritime New Zealand (MNZ) has welcomed the guilty plea by Daina Shipping Co., the registered owners of the Rena, to a charge under the Resource Management Act relating to the discharge of harmful substances following the grounding of the ship in October 2011.

Daina Shipping was today fined $300,000 in the Tauranga District Court on the charge.

"The guilty plea by the owners has led to this case being resolved in a timely fashion and that is to be welcomed," MNZ Director Keith Manch said.

"The completion of this prosecution marks another step in the response to the grounding of the Rena. There remains a lot of work to be done in the recovery process and MNZ continues to oversee the wreck removal process."

Daina Shipping Co. was charged under sections 338(1B) and 15B of the Resource Management Act 1991, for being the owner of a ship from which harmful substances and/or contaminants were discharged into the coastal marine area.

The Rena was carrying a variety of materials defined under the Resource Management (Marine Pollution) Regulations 1998 as harmful substances or contaminants.

These include heavy fuel oil and other oils, and 32 containers of dangerous goods, including 40 tonnes of hydrogen peroxide, 23 tonnes of alkylsulphonic acid, 500 tonnes of ferro-silicon,

5.4 tonnes of trichloroisocyanuric acid, and 24 tonnes of potassium nitrate.

Other substances carried on board defined as harmful include bulk wine and operational waste. Items aboard classified as contaminants included animal pelts, dairy products, fabrics, cement and machinery parts.

A total of 121 containers of perishable foodstuffs were also on the Rena.

In May, the Master and Second Officer received sentences of seven months imprisonment following prosecutions as a result of the grounding. They have since been deported.

Resolve Fire and Salvage continue to work on the removal of the Rena, while Braemar Howells/Unimar are continuing to collect debris from the seabed and beaches in the area.

Judges Doubt Need for Secrecy in Bradley Manning Court-Martial: WASHINGTON (CN) - A military appeals court blasted the government Wednesday for guarding ecords on the court-martial of Pfc. Bradley Manning more closely than it guards terror cases.

Manning's alleged disclosure of diplomatic and warfare secrets to WikiLeaks led to criminal charges that carry a potential life sentence for the young soldier.

The Court of Appeals of the Armed Forces, or CAAF, looked Wednesday at whether the government has violated the First and Sixth Amendment safeguards for a free press and a public trial by choking off access to filings and transcripts related to Manning's court-martial.

A sea of blue-uniformed soldiers, and with a handful of journalists and Manning supporters in casual clothes, filled the pews of the majestic courtroom.

Eventually, a panel of five judges stepped through regal red curtains to hear the pending case. Though they quickly showed frustratration at the policies preventing disclosure, they also appeared uncertain of their ability to force a change.

Center for Constitutional Rights attorney Shayana Kadidal had barely started his opening arguments about the public's hunger for more information on the case when one of the judges interrupted him.

"Counsel, how do we have the jurisdiction over this matter?" Judge Margaret Ryan asked.

Kadidal appeared unprepared to answer, noting that the matter had not been disputed.

"It certainly wasn't challenged by the government," he replied.

Other judges had the question in mind as well.

Judge Scott Stucky asked whether the journalists fighting the policy had standing to challenge a restriction that affects the press and public alike.

Kadilal replied that the "fact that the injury is widely shared" did not harm his clients' case.

Guardian columnist Glenn Greenwald, the Nation's Jeremy Scahill, Democracy Now's Amy Goodman, American Conservative contributor Chase Madar, Firedoglake's Kevin Gosztola, Wikileaks and the organization's founder Julian Assange have all petitioned for access.

The Reporters Committee for Freedom of the Press backed their effort in anamicus, or friend-of-the-court, brief on behalf of 31 news outlets.

"[The] pervasive secrecy underlying the Manning prosecution has reinforced and indeed fueled a theory that the U.S. government keeps far too many secrets in an attempt to evade public oversight of its misconduct," the amicus brief stated.

Judge William Cox wondered whether the solution called for a court-martial analog to the federal court database, Pacer.

Chief Judge James Baker added that this would raise issues of cost and implementation.

Kadilal proposed several possibilities, such as paying stenographers for the cost of copies, transmitting audio of the proceedings online or having the parties release redacted documents on the court's website.

The CAAF, unlike the courts-martial it reviews, makes documents and audiotapes available over the Internet, Kadilal noted.

Baker ordered the parties to submit written arguments about whether the court has jurisdiction to grant this type of relief.

If the journalists vault procedural hurdles, the judges seem inclined to open court-martial access.

The panel peppered the government lawyer, Capt. Chad Fisher, about why the executive branch forced the case to go to court rather than devise a system for public access.

"Instead of making a constitutional case about this, why not just make it available?" Judge Ryan asked, adding that the government chose litigation over "simple and reasonable" solutions.

In an amicus brief, the Reporters Committee for Freedom of the Press pointed out that military commissions at Guantanamo Bay put court records online.

Judge Erdman picked up this point in asking, "If they can do it, why can't you?"

Chief Judge Baker pointed out that journalists, like lawyers, need to read briefings to understand arguments at the live hearings.

"If one didn't have the brief, one would have a pretty uncertain idea of what's going on," Baker said.

Fisher replied that the hearings are "not in a foreign language."

The captain insisted that courts-martial are a "creature of the executive" branch, rather than the judiciary.

While courts must provide prompt access to records, the public can seek executive-branch files only through Freedom of Information Act. Such requests, however, are subject to delays and exemptions. Many news outlets, including Courthouse News, have had their FOIA requests for documents in the Manning case denied.

Instead of publicizing government records, the FOIA statute has ironically closed off access in the Manning case, one judge noted.

Though the trial briefs and transcripts are not under seal, Fisher said that the government has no obligation to make them available.

Judge Erdmann ridiculed that position. "You don't see anything wrong with giving the public the documents, but you don't have to so you're not going to," he said.

Baker highlighted the discrepancy by noting that Fisher, like his courtroom adversary, would get to speak after his allotted time.

"You're entitled to more time as a matter of fairness, but the Constitution does not require it," Baker said.

Fisher availed himself of his right to sit down.

In his rebuttal, Kadilal urged the court to simply find that courts-martial have a First Amendment obligation to public access, letting the lower court handle implementation.

Kadilal speculated that Manning's trial judge, Col. Denise Lind, might welcome such a ruling because she supported the media's right to access to court-martial records in a March 2000 essay for the Military Law Review.

If the CAAF finds that it lacks jurisdiction, Kadilal said he plans to seek emergency relief in federal court. He added that this maneuver might force him to seek a stay of trial, currently slated for Feb. 4, to ensure that it will be sufficiently public.

Such a move would further extend Manning's pre-trial incarceration, on top of the more than 900 days the young soldier has spent behind bars.

His attorney, David Coombs, says that the military has let the 120-day speedy trial clock expire several times over, and he will seek to penalize prosecutors for the delays at the end of the month.

Japanese Coast Guard Saves 64 Chinese Seamen from Blazing Freighter: Japan's Coast Guard saved 64 Chinese seamen from their burning cargo ship, on Sunday. All awhile, the two nations remain in an acrimonious argument over small islands.

The coast guard was signaled by Taiwan authorities on Saturday about a fire on the Ming Yang and sent patrol ships and aircrafts to the scene about 95 miles southeast of Okinawa.

All of the Chinese seamen were rescued early Sunday morning, with three of them suffering from some minor injuries.

The ship's chief engineer had reported hearing sounds similar to an explosion from the main engine Saturday evening.

The Japanese coast guard has been kept busy patrolling the waters around disputed islands, known as Senkaku in Japan and Diaoyu in China, to the west of the burning freighter.

The coast guard stated that four Chinese official vessels were in adjoining waters around the islands on Sunday. The vessels have been spotted in waters off the islands as the situation escalated over the last couple of months.

Tensions between the two nations peaked in September after Japan's government bought a number of the disputed islands from private investors.

Ship & Crew Detained by Nigerian Navy Under Arms Smuggling Suspicions: The ship's owner reportedly commented that the ship had all the required permissions to carry arms and had stopped in Lagos to change crew, according to BBC. It was travelling in high-risk areas, from Madagascar to Conakry. Members from the Russian embassy out of Lagos have visited the detained crew who still have not been released from the ship - identified now as the MV Myre Seadiver - in an effort to get them freed. However, Nigerian Navy representatives plan to hold the crewmen and the ship for further investigation. They reportedly had no permission to enter Nigeria, especially while carrying an extensive cargo of arms. Moran Security Group also claims the vessel is flying a Cook Islands flag, not a Dutch one as initially reported.

Upon discovering several guns, including rifles, and about 8,600 rounds of ammunition on a ship, the Nigerian Navy has seized the vessel and detained its 15 Russian crewmen. They are being investigated under the suspicion of arms smuggling. The vessel was intercepted over the weekend in Lagos. According to Reuters, the ship belongs to Moscow-based Moran Security Group, who made no official comment yet. It was also flying a Dutch flag. The investigation is currently ongoing, so few details can be confirmed.However, an anonymous Nigerian Navy source stated that 22 Benelli MR1 rifles and several other automatic weapons were found. Arms smuggling is a booming business in Nigeria. The country is also sometimes used as a channel for shipping arms into other parts of West Africa or the world.

Combating Crimes: The nature of the prevailing serious crimes, challenges with lessons and guidance presented in though new theories as a handbook and its relevance for such communal criminal societies who are currently emerging with new technologies by engaging wise men who are hired to those brutal criminals in the form of ship-pirates to go a step further and perform. Never before, have the advents of the computers and modern communication-age, policies and enforcement capabilities of any one country had direct consequences globally."Governments therefore have a responsibility to work collaboratively, both domestically and internationally", to address this phenomenon of varied unpredictable uncertainties, in varied situations. One need to be more decisive with collective thinking to arrive at the best. I would rather advocate the most rigorous punishment to eradicate piracy once for all by building in fear with the ship pirates, not like the Police at the lower rungs generally collude with the criminals, for their selfish gain in civil life. Hence, strongly protest to armed guards on board merchant navy vessels, as they should not pose an added problem on-board merchant ships. It would not be fair for e.g. 'the officers of the Italian Embassy in Delhi', to claim principles of "equal pay for equal work" and non-discrimination on the grounds of race and nationality. The hardships of the Italian counterpart differs from Indians living in Delhi, in their own country. Besides were the Indians inducted into the Italian Embassy were selected with open selection on merits, advertisements called within the City of Delhi or on all India competition? You would agree that 'Selection on merit' is a process of determining which job seeker has the required skills, abilities and knowledge deemed to be most suitable for the job, in a fair and just manner. In a merit based system, applicants effectively compete for a job, based on the criteria for eligibility, basic requirements followed by written application, the selection interview and any testing of applicants is all part of the competition process. * If jobs are awarded to individuals on the basis of friendship or relationship, then the selection process is not Merit Based, not of a fair and just practice but instill a fair policy and procedures to talk of equal pay for equal work. So, in short, talk alone is not going to solve anything. Innocent and hardworking seafarers, just doing their work and providing for their families, will be at severe risk and remain so, unless this situation is addressed drastically. Desperate times call for desperate measures. And don't tell me these bandits rob, steal and kill because that is their only source of earning a living. Other parts of the continent have problems as well but they try and solve them in a normal way.

Sword-wielding Sri Lankan refugees turn to piracy by hijacking fishing boat and killing crew to seek asylum in Australia:

Wielding knives, swords and machetes a group of asylum seekers turned pirate when they clambered aboard a fishing boat, attacked the crew and demanded to be taken to Australia.

The gang of 10, including a woman, used a small boat to reach the fishing vessel off the Sri Lankan coast, before setting on the crew.

First reports about the drama on the high seas indicated that at least three crew of the fishing boat have been killed while another two jumped overboard in fear of their lives.

The Sri Lankan fishing vessel was overrun by 10 asylum seekers intent on sailing to Australia

One crew member picked up by a naval boat has been photographed with a neck brace and a bandage covering a deep slash to his stomach.

The Sri Lankan Navy later announced on its website that 11 people had been taken into custody from the hijacked vessel and were being held by police on the Sri Lankan mainland.

However, the statement was at odds with comments by Sri Lankan officials based in Australia who said they understood the fishing boat was still on its way to Australia.

'We are aware that a boat was set upon by a group of people and three people have perished,' said Sri Lanka's High Commissioner to Australia, Admiral Thisara Samarasinghe.

'Three people have perished, one man survived and we suspect that the people who have attacked the fishing boat are trying to get a good conditioned boat to get to Australia.' The commandeered vessel, the Thejan Putha, is understood to now have 14 people on board, made up of the 10 asylum seekers and four crew members who opted to remain on board. Two merchant ships came to the aid of the two crew members who jumped from the ship.

The Sri Lankan Times Online reported later that the fishing boat was seized at Kudawella, 50 miles from the coast of Hambantota on Monday, but it was only today that news of the act of piracy emerged - with the captured vessel still somewhere on the high seas. 'There was some degree of criminality,' said Admiral Samarasinghe as Sri Lankan Navy boats searched for the vessel.

The hijacked fishing boat was finally seized 50 miles from the coast of Hambantota in Sri Lanka

A spokesman for the Sri Lankan Navy, Kosala Warnakulasooriya said the boat was currently headed for Australia. The fate of the crew appeared to be worsening later when it was revealed that the two rescued men had reported that three other fishermen had jumped or were thrown overboard during the confrontation with the gang.

It has yet to be clarified whether these are the three crew members who are reported to have perished.

As news of the incident reached Australia early today Liberal Opposition immigration spokesman Scott Morrison said it

showed the need for Australia to form closer ties with Sri Lanka on the asylum seeker issue.

'They are not asylum seekers - they are pirates,' Mr Morrison told Sky News. 'This is just a demonstration of where this mad trade has got to under this (Labour) government's mad policies.

'This government is not lifting a finger to help Sri Lanka in dealing with this issue. We are the sugar on the table here.'

A spokesman for the Sri Lanka Navy told Fairfax media in Australia that the navy suspected the boat was still headed towards Australia.

The Labour government has been accused of making Australia an easy target for people who want to 'jump the immigration queue' and travel by boat from countries such as Iraq, Iran, Afghanistan and Sri Lanka.

The government has tried to stem the human tide by opening processing centres in Papua New Guinea and on Nauru island in the Pacific.

But the boats still come - although the reported piracy is a worrying development.

India Shipping Summit focuses on positive perspectives and opportunities:

India Shipping Summit 2012 takes a look on the positive side to identify new opportunities in the present turbulence

Acknowledging the economic downturn that has spread gloom in most spheres of activities, factoring in low key performances and struggles of stakeholders to remain afloat, the recently concluded India Shipping Summit 2012, held last week in Mumbai preferred to focus on the unlimited opportunities that exists for the industry to avail of and the alternatives still open to various players to come out of the red. Against the backdrop of sharp falls in freight rates, oversupply of tonnage, the slower rate of growth in India and the global economic depression, there were many positive perspectives put forward by the participants.

S Hajara, Chairman & Managing Director, The Shipping Corporation of India Ltd, in the inaugural session contented, "Although dry bulk will take longer to recover, if China comes back on track and the US maintains its current course, a recovery in other sectors could begin in mid 2013". Presenting his thoughts about India's economic position from the global perspective he said, "The world cannot ignore China and India, as the majority of the world's coal demand will come from these two nations in the next few years. Emerging economies cannot be suppressed much longer". He also reminded delegates that long haul shipping is by far the most economical and eco-friendly mode of transport in the world.

Philippe Louis-Dreyfus, President, Louis Dreyfus Armateurs, provided an 'outside' view of India. His company has invested more than $100 million in India and has more investment planned in the short term. Their aim is to double their capacity in the next two years.

He went on to highlight some of the key areas where he feels India has high potential. "India is well known for IT Services" he argued "Why shouldn't it be known as a 'high value added services' provider in shipping?" By which he meant services such as cabling, seismic, specialized cargo carrying, etc.

Dreyfus also felt that European partners could play a vital role in India's development, joining together strong skill sets from both sides, with reference to India's strong seafaring contingent.

Jamal Majid Bin Thannah, Vice Chairman, DP World & Group CEO, Port & Free Zone World, updated the conference on trade in the Middle East. Their economic yardstick is often judged by the Sheikh Zayed Road, one of the key transport road arteries. If it's busy, trade is good. And the last two weeks it has been reported to be very congested. Speaking from a global viewpoint, he predicted that there will be a new dimension and structure to world trade in the short to medium future, as the advanced economies compete with the emerging markets. There will be an emergence of new hubs and new shipping lines - and Asia and India will be where the growth is over the next 30 years.

It was Yudhishthir Khatau, Vice Chairman & Managing Director, Varun Shipping Company Ltd, who neatly summed up the pivotal elements of the shipping market. He sees the industry as having three vital ingredients, "the three Cs of shipping, Cargo, Capability and Capital". He went on to say that "India is a tremendous source for cargo for the world together with future energy growth potential."

In the second of the Cs, "The country's capability can be seen in its history and in its seafarer resource. India's global share of seafarers has risen from 3% to 6% in the last year."

However when it comes to capital, he conceded that the country is not well placed. The cost of debt has become more expensive and is not the best country for financial capital.

More positives for India's economy were provided by Philip Embiricos, Director, Embiricos Shipbrokers Ltd. He pointed out another advantage that India has over China is a young population. He quoted "60% of the Indian population is under 30 years old and 60% of China is over 60 years old". Combine that with a population growth rate that will soon overtake China, India has the potential to become the global reservoir for shipping.

Many delegates felt that the summit was one of the best since its launch in 2005, largely attributable to the range of different speakers who brought fresh perspectives and subjects to the forum. It was certainly an interesting two days listening to global industry leaders coming together in Mumbai in search of opportunities and new strategies in today's difficult operating conditions.

7 Crewmen Abducted Off Bourbon Liberty 249 in Nigeria:

BOURBON confirms that 7 crew members, 6 Russians and 1 Estonian were kidnapped during the boarding of the Bourbon Liberty 249, which occurred on October 15, 2012 in Nigeria.

The other 9 crew members are still onboard the vessel which is heading for the Port of Onne. They are safe and sound, and in good health.

The emergency unit set up immediately by BOURBON has been set up to aim at their rapid liberation under the safest security conditions.

BOURBON is in contact with the crewmembers' families, supporting them, and keeping them regularly informed.

BOURBON will continue to disclose any new information when available and verified and will not make any comment, which could adversely affect the liberation of the hostages.

Cyclone Forces Oil Tanker to Ground Off India, 1 Mariner Dead: Cyclone Nilam barreled through India bringing heavy downpours and intense winds with it.

As a result, a massive oil tanker ran aground off the Chennai coast in churning waters, leaving one crewman dead and five or six are still missing. Strong winds with speeds of up to 80kmph triggered huge waves.

The Times of India reported that the captain of the oil tanker, MT Pratibha Cauvery, ordered his crew to abandon ship after the vessel lost anchor and drifted within 50 meters of Besant Nagar beach, where it ran aground. It appeared to be in impending danger of sinking.

22 of the 37 crewmembers attempted to head for shore in a lifeboat after abandoning ship. The overloaded vessel capsized in the rough waters. Nearby fishermen attempted to rescue the mariners, but were only able to bring 16 of them ashore. The body of one sailor was later recovered. Three others are in critical condition.

Captain decided to abandon ship: Survivors of MT Pratibha Cauvery that ran aground on Wednesday said the decision to abandon ship was taken by the captain, Carl Fernades.

"It was not planned, it was done in panic. We had to obey the master's (captain) orders because we are bound by international shipping rules. The ship was to go to the dry dock for repairs, but we did not receive any orders from the owner," said Rupak Kumar Mishra, one of the senior-most crew members.

Sailors recounted they had received a message from the Vessel Traffic Management System (VTMS) on Tuesday morning, informing them that the cyclone was likely to hit Chennai port the next day around noon, and that all vessels be sent to the deep seas.

"Though the ship had plenty of heavy oil which is used to power the machine, it had little marine diesel oil which is needed to run generators, pumps and support machinery of the ship. That is why we sent a message to VTMS that we were disabled," said Mr. Mishra.

The Mumbai-based ship-owner, after persistent requests from crew members, told them he would send some diesel. "It never reached us, because they sent it very late and no boat was ready to transport it due to bad weather conditions," a crew member said. The crew said VTMS officials asked the captain to contact the agent (Seaworld Shipping), who refused assistance, stating the company had not paid them in a long time.

"On Wednesday, an hour before the cyclone hit, VTMS sent us a message saying two tugs had been sent to take the ship to safety, but the captain ignored it," a member said.

"Using leftover fuel, the captain tried to move the ship but it was moving at a speed of just one knot, because of the wind. He finally decided to use tug assistance at 2 p.m., but it was very windy and the tug refused to come," said Mr. Mishra. The captain, Mr. Fernades took charge of the ship two months ago.

"The capacity of a life boat is 40 but during bad weather, it can't accommodate more than 20 people, but the captain asked everyone to get into it. That was how it capsized when a big wave hit it," said another crew member.

Those who jumped from the ship had to swim for almost four hours before they were rescued by fishermen on catamarans and brought to hospital. However, Anand Mohandoss (31), a second engineer on the ship, drowned before reaching the shore. Anand hailed from Marakkanam in Puducherry and had joined the vessel in May. His parents came to the Government Royapettah Hospital on Thursday morning to receive the body.

Most of the crew members, mostly maritime engineers, were recruited earlier this year and promised salaries ranging from Rs. 20,000 to Rs. 4.5 lakh a month.

"But we have not been paid anything the past six months. An advance of Rs. 7,000 was paid for expenses. When we protested, they said the company was going through a bad time, and that we would be paid our dues when the contract ended," said another crew member.

Coast Guard personnel bringing the crew of 'MT Pratibha Cauvery' to safety in Chennai: In a swift operation early on Thursday, Coast Guard commandos rescued all the 15 crew members on board 'MT Pratibha Cauvery' that remained stranded off the Chennai

coast. The crew members were airlifted one after the other by two helicopters and dropped along the shores.

Search operations were on to locate the five persons reported missing since Wednesday evening. They were among the 22 crew members, including the Captain, who embarked in life boats, abandoning the tanker fearing that it might sink, defence sources said on Thursday.

Questions raged over the ship master's decision to leave the ship in stormy weather so close to the coast, when it would have been far safer to stay put. Coast Guard officials said the crew members ignored the advice to remain on board.

The Mumbai-based ship with 37 on board was at outer anchorage, but its bid to sail out to the safety of the open sea failed amidst strong winds on Wednesday and it drifted towards the Elliots beach here.

It subsequently ran aground a couple of hours later. Later in the night, the vessel was pushed to Nochi Kuppam.

While 22 embarked on two life boats to reach the shores, 15 others decided to stay. The life boats toppled soon. Defence

personnel and fishermen managed to rescue 17 persons and one of them was declared dead in a private hospital at Adyar.

Though defence and port authorities were aware of the ship's distress, rescue vessels could not be launched to tow it to safety owing to inclement weather.

"The wind was blowing at about 120 kmph and the tides rose to at least seven metres…there was no way to reach the stranded ship. Any attempt by helicopter or a smaller ship would have been suicidal," Deputy Inspector-General of Coast Guard (Region East), Gurupdesh Singh told The Hindu.

After the cyclonic conditions settled, helicopters rescued all the stranded persons shortly after 5.30 a.m. The search operations spanned 20 nautical miles in all directions.

Grounded tanker salvaged by Great Offshore: **M.T. Pratibha Cauvery grounded near Chennai port is salvaged eliminating fears of oil spill and other hazards.**

Malaviya 21 - Owned by "Great Offshore Limited" and built by "Bharati Shipyard" successfully refloated M T Pratibha

Cauvey from the Chennai beach. The tanker which ran aground had elicited much interest from the Union Shipping Ministry owing to the tragic death of six sailors after the grounding.

The tanker had run aground near Besant Nagar beach on October 31, under the impact of strong winds and swell created by cyclone Neelam. The same night the ship moved closer to the Marina beach. The six sailors died after the lifeboat they were escaping in capsized on the way to the shore. Operations to salvage the oil tanker had begun five days ago. The tanker is now cruising outside Chennai harbor awaiting instruction from Port Authorities. The salvage operation got completed after having been pulled into the sea by the high powered towing vessel.

"The salvage has been successfully completed. Most importantly, it has been completed without any oil spill from the ship," the Union Shipping Minister G. K. Vasan said, after inspecting the salvage operations today. The oil tanker is carrying around 300 tonnes of fuel and environmentalists were worried about any possible spill in the sea. While two tugs were available, Mr Vasan said the salvors preferred 120 ton bollard pull tug 'Malaviya 21' and successfully restored the ship. "Pratibha Cauvery will now be kept in the outer anchorage of the Chennai Port Trust. The tug will also stay nearby, as the anchors in the ship need to be repaired," he added.

Earlier, the Authorities said that rescuing the ship appeared to be a challenging task. "Fortunately, the area where the ship is aground didn't have rocks. Other experts weren't that confident. They said two ships grounded on the Chennai coast in 1966 and 1995 could not be pulled out and had to be dismantled.A senior DG Shipping official said the earlier attempts failed due to miscalculations. "Though we had

suggested the use of two tug boats to pull out the vessel, the salvage team (a private firm) decided to initiate the operation using one tug, Malaviya Twenty One," he said.

Salvage expert from "Great Offshore Salvage Services", explained that this was a dynamic situation and a complex scenario. There were many contributing factors which had to be addressed by the salvage team. Tanker "Pratibha Cauvery" had run aground during the peak Spring Tide while cyclone "Neelam" was in full fury. Since then the tides had been falling and the vessel had been sinking in the soil (beach) due to her own weight plus the weight of additional ballast on board explained Capt. Sandeep Kalia, Executive Director of Great Offshore Salvage Services.

Expressing his happiness over the success of the operation, Capt Kalia informed that it was imperative to remove the ballast on board to reduce the ground reaction, which provided additional buoyancy. Hence, with the innovativeness of the salvage methodology combined with precision, the vessel has refloated. Malaviya Twenty One has most experienced team on board and enough power to pull Pratibha Cauvery out at the right time, he averred. Highest level of cooperation and teamwork was demonstrated in the combined efforts by salvors on board the tanker and on board our vessel Malaviya Twenty One.

Incompetent men are manning country's most critical posts putting country's security at risk. The Navy and Coast Guard must be re-vamped with latest modern-technologies. Coast Guard has a big role to play as Indian coast stretches 4670 nm (7500 Km) and around the coast lies the economy of India! Media should be unbiased and should follow high standards of professional ethics and code of conduct, NOT serve as a mere messenger or to misguide the common people to be carried away with wrong messages, but for correcting themselves of their inherent flaws in the system.

– Dr. Chandran Peechulli

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