



Some of the Worst Maritime Casualties of 2012 that left vessels destroyed and took seafarers lives



Rescued hostages of MV Iceberg 1 recount their 32-month pirate ordeal

After almost three years in captivity, Gerald Gonsalves and his crewmates thought the world had forgotten them.

"We thought nobody was coming to check if we were alive," said the 31-year-old Filipino who was held aboard the Dubai-owned MV Iceberg I along with 23 others. "But I did not lose hope because I believe that if you are alive there is hope. Now we are secure and no more in the hands of the pirates."

Mr Gonsalves's freedom was secured on Sunday by the Puntland Maritime Police Force (PMPF) after a 13-day battle against the Somali pirates who hijacked the ship on March 29, 2010.

Recalling the morning of that fateful day, he said: "I was sleeping after my duty and woke up to the ship's alarm. I saw the pirates circling the ship and shooting at us. They were raining us with bullets. For about 30 minutes we tried to avoid them. The captain tried manoeuvring the ship but everyone was afraid since they were eight men armed with fully automatic guns."

For the past 32 months, he said, they had mostly been held aboard the rusty Iceberg. During negotiations, some of the sailors were moved to sites on land in Somalia for several days at a time before being returned to the ship.

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(contd. from previous page)

Gulbasha Shahzada, 42, a Pakistani fitter, said his rescue was like being born again. "We feel like we have been given a new life. We went through a lot of torture and all the crew were beaten at some point.

"These three years we only met with cruelty and abuse. But finally, thanks to the Puntland Force, we are seeing some helpful and kind people after a long time."

Mr Shahzada said his family was now eagerly awaiting his return to his home town near Peshawar.

Anxious family members have spoken of their relief.

"After almost three years I heard a smile in his voice finally," said Rina, the 22-year-old wife of Santosh Yadav, who was among the freed men. "No one can imagine how happy I am just hearing his voice. My husband will now be with me.."

The couple had been married for less than two weeks when Mr Yadav left to join the Iceberg crew in November 2009.

Recalling the torture, Ganesh Mohite, a 26-year-old Indian seaman, said: "They would tie our legs and turn us upside down.

"They hit us with wooden planks and long wires and they never let us sleep at night. They hurt us a lot but now we are free today."

Another sailor said it was not always physical abuse. "They told us even if you stay for 20 years or your whole lifetime, no one will come for us and our lives did not matter to anyone," said Swapnil Jadav, 23, from India.

The PMPF said the men were slowly recovering and would be taken to the administrative capital of the Puntland region tomorrow.

"All are doing fine now," said Mohamad Abdirahman, PMPF director.

"We will transport them to the main city of Garowe and then see how we can send them back home."

U.S. DOS Calls for Responsible Behavior at Sea During 2012-13 Southern Ocean Whaling Season

The Governments of Australia, the Netherlands, New Zealand, and the United States jointly condemn any actions that imperil human life at sea during the 2012-2013 Southern Ocean whaling season.

We reiterate our call to the masters of all vessels involved to ensure that safety of human life at sea is not endangered and international collision avoidance regulations are observed to avoid injury or loss of life among protestors and whaling crew.

We draw their attention to the International Maritime Organization's 17 May 2010 resolution on assuring safety during demonstrations, protests or confrontations on the high seas, and the International Whaling Commission's 2011 Resolution on Safety at Sea.

We respect the right to peaceful protest, including on the high seas. We condemn dangerous or unlawful behavior at sea by any party in the Southern Ocean or elsewhere. We are prepared to deal with unlawful activity in accordance with relevant international and domestic laws.



Our Governments remain resolutely opposed to commercial whaling, including so-called 'scientific' whaling, in particular in the Southern Ocean Whale Sanctuary established by the International Whaling Commission. Lethal research techniques are not required in modern whale conservation and management. We will continue to engage on this matter.

Australia, the Netherlands, New Zealand, and the United States are committed to improving the conservation status of whales worldwide, maintaining the International Whaling Commission's global moratorium on commercial whaling, and implementing meaningful reform of the International Whaling Commission.

Piracy and Armed Robbery At Sea Incidents - November 2012

During November, global piracy-related incidents numbered 30 across all the high risk areas (HRA), according to OCEANUSLive aggregated records.

Asia, once again, saw the majority of attacks against seafarers. Although only one hijack occurred, which saw the crew cast adrift in a liferaft and rescued by a fishing vessel, the 11 perpetrators were captured by the Vietnam Marine Police. The pirates had renamed the ship and given it a different IMO number.

Nigeria and Togo bore the brunt of attacks in West Africa with several successful arrests made in Nigeria.

East Africa activity remains low with approaches being reported and the latest tactic of 'soft approaches', according to NATO Shipping Centre.

The more surprising count is the increase in robberies in South America, in addition, shots fired during a boarding attempt.

Overcrowded Vessel Capsizes Off Somalia, At Least 55 Dead

A vessel capsized off Somalia's coast on Thursday. At least 55 people are believed to have drowned, the United Nations refugee agency reports.

The overcrowded vessel wrecked soon after it left the port of Bossaso in northeast Somalia. It was carrying Somalis and Ethiopians, en route to Yemen.

At least five people survived, but it still stands as the biggest loss of life in the Gulf of Aden since 57 Somali migrants drowned in February 2011.

The sea route that was taken is a common one, used by thousands of people escaping violence and poverty on the Horn of Africa. At least 95 people have drowned or gone missing in 2012 in the vicinity.

From the Editor's Desk



HAPPY AND PROSPEROUS NEW YEAR 2013, to all our readers, seafarers ashore and those out at sea.

"A man is but the product of his thoughts, what he thinks, he becomes." – Mahatma Gandhi

"You must not lose faith in humanity. Humanity is an ocean; if a few drops of the ocean are dirty, the ocean does not become dirty." – Mahatma Gandhi

"We must agree that anything that is determined by intellect is an intellectually concocted thing. We, human-beings to build courage, confidence and determination to grasp the reality, for improved conditions by better solutions, all with our better intellect and under-standing." – Dr. Chandran Peechulli.

"Each of us in our own way can try to spread compassion into people's hearts. Western civilizations these days place great importance on filling the human 'brain' with knowledge, but no one seems to care about filling the human 'heart' with compassion. This is what the real role of religion is." – Dalai Lama

"This is my simple religion. There is no need for temples; no need for complicated philosophy. Our own brain, our own heart is our temple; the philosophy is kindness." – Dalai Lama

We expect each MMD (Mercantile Marine Department), in every region of our country, that represents the Office of the Directorate General Shipping, to be a model of excellence, in theory and practice, a place where regulatory support for professional fulfilment and breakthrough, towards seafarers quality and welfare. The need to be committed in creating an environment that fosters the professional and personal achievement of each person who crosses the threshold. By sharing these achievements across, each MMD's image is heightened. Seafarers to be the beneficiaries of these achievements, every accomplishment should bring us one step closer to our ultimate goal of better lives of seafarer's and their families. MMD Centres in the region should bring in all potential benefits of multi-disciplinary management. India and Sri Lanka last week inspected flag of convenience vessels at several ports across South Asia to help drive up seafarers' pay and conditions. DOES THIS MAKE SENSE? * When, Indian national registered vessels like Prathiba Cauvery and Werna of one single Indian Shipping company, widely exposed recently by the media, proved unseaworthy vessels, playing with the lives of the Indian Seafarers. Does this not make sense? *To probe into the issue.

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. I encourage you to read the full report yourself, since there are many useful nuances to the conclusions below - all of which will provide a greater understanding of eLearning effectiveness. Let's look at some of the most notable conclusions:

Conclusion number 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. Learning outcomes for students who engaged in online learning exceeded those of students receiving face-to-face instruction."
- The effect size here (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. We can say unequivocally that on-line learning most certainly does not produce inferior outcomes when compared to face-to-face instruction, as many incorrectly believe. I should note, however, that until I performed my own studies in the 1990s, I also assumed that eLearning would be inferior. I was wrong.

Conclusion number 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 number 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 number 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 number 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 make 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 e.g., 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. Murray Goldberg, Author, Founder & President of Marine Learning Systems, concludes: 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.

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SOVEREIGNTY IS ON THE AGENDA

by **Ms. Harshita Ram**, Partner Lex Apotheke, Attorneys at Law

Nicaragua V. Colombia, is an immemorial case at the International Court of Justice (ICJ). It is important to know the background of the case, as time would have eroded our memories since 2001 when the application was originally filed by Nicaragua over Colombia at the ICJ for executing sovereignty over a few islands around such areas of Nicaragua and Colombia. Here is the entire case analysis including the stand of the parties, taken originally at the court hearings, along with the concise verdict of the ICJ. Nicaragua first instituted the suit against Colombia in December 2001. Colombia initially submitted its preliminary objection that the ICJ lacks jurisdiction to decide the matter. The ICJ heard the contentions in the preliminary objection and delivered the verdict in December 2007. Thereafter, the ICJ before actually proceeding with the merits of the case, Costa Rica and Honduras had applied to ICJ in 2010 for leave to intervene in the proceedings. Nicaragua and Colombia although filed their responses to the applications by Costa Rica and Honduras, the court had denied to grant leave and proceeded with the merits of the case. The public hearing on the merits were held during the first half of 2012. Finally six months after the hearing and 11 long years after initiating the dispute, the court had finally given its verdict in November 2012.

The Jurisdiction issue:

When Colombia objected to the jurisdiction of ICJ, Nicaragua put forth two main grounds by which the ICJ had jurisdiction:

- (1) under Article XXXIV of the American Treaty on Pacific Settlement 1948 ('the Pact of Bogotá')
- (2) on the basis of declarations made by both Nicaragua and Colombia accepting the compulsory jurisdiction of the Court in accordance with Article 36(2) of the Statute of the Court.

Further, by virtue of Article XXXI of the Pact of Bogotá, the parties recognize the jurisdiction of the Court as compulsory ipso facto in all disputes arising among them. Colombia objected to these grounds and argued that these specific issues were already settled under the Barceñas-Esguerra Treaty, 1928 and its Protocol of 1930. Further it pointed out Article VI of the Pact of Bogotá which says "matters already settled by arrangement between the parties... or which are governed by agreements or treaties in force on the date of the conclusion of the present treaty" and claimed as such the court's jurisdiction was not based on Pact of Bogotá. The court in its verdict upheld the 1928 Treaty and further held that the sovereignty over the islands of San Andrés, Providencia and Santa Catalina to Colombia was granted under the same. Henceforth, it is clear that the Sovereignty over such islands by Colombia was upheld. However, the court was of the opinion that the 1928 Treaty did not settle the question relating to the part of San Andrés Archipelago, Roncador, Quitasueño and Serrana. Hence, the court clearly determined its jurisdiction to handle the issue on such maritime aspects. Colombia further asserted 1928 Treaty along with the 1930 Protocol on the 82nd meridian as the delimitation line of maritime areas had settled the issues on delimitation of boundaries, but the court held the 1930 protocol did not affect the delimitation and that it had the jurisdiction to decide on the maritime delimitation. The main components of the dispute were (i) determination of Sovereignty over certain maritime features (ii) Maritime delimitation based on the findings of the Sovereignty. This clearly depicts that the later component is a particular aspect, that could be decided based on the former. Nicaragua had requested to court to delimit the Maritime boundary of the EEZ and the continental shelf that would perhaps include areas beyond 200 nm of the Nicaragua coast with an extended continental shelf. The parties disagree on numerous points. Colombia argued that both east and west facing coasts were associated with its islands and added that several features of Quitasueño bank also qualify it as an island. Nicaragua contends that Quitasueño is a permanent submerged bank. Colombia had put forth its argument that all the islands generate maritime rights and entitlements upto a distance of 200 nautical miles from their baselines which is similar to any other land territory. By virtue of fourteen votes to one, it was held that Republic of Nicaragua's claim contained in its final submission, requesting the court to adjudge and declare that " the appropriate form of delimitation, within the geographical and legal framework constituted by the mainland coasts of Nicaragua and Colombia, is a continental shelf boundary dividing by equal parts the overlapping entitlements to a continental shelf of both parties. The Court unanimously held that the Republic of Colombia has sovereignty over the islands at Alburquerque, Bajo Nuevo, East-Southeast Cays, Quitasueño, Roncador, Serrana and Serranilla. Further found that it cannot uphold the Republic of Nicaragua's claim contained in its final submission and decided that the line of the single maritime boundary delimiting the continental shelf and the exclusive economic zones of the Republic of Nicaragua and the Republic of Colombia shall follow geodetic lines connecting the points with co-ordinates. The single maritime boundary around Quitasueño and Serrana shall follow respectively a 12 nautical mile envelope of arcs measured from QS 32 and from low-tide elevations located within 12 nautical miles. Finally, Nicaragua's contention of being prevented by Colombia from having access to natural resources to the east of the 82nd meridian was rejected.

DIRECTORATE GENERAL OF SHIPPING

PRESS RELEASE NO. 8

SUB: STRANDED SHIPS OF PRATIBHA SHIPPING COMPANY LIMITED, MUMBAI

1. The Pratibha Shipping Company Limited, Mumbai is incorporated under the provisions of Indian Company Act, 1956. This company is owning and managing 9 nos. oil tankers which are registered by the Principal Officer, Mercantile Marine Department, Mumbai. These vessels are manned by Indian Crew as per the safe manning level prescribed by the Directorate General of Shipping, Mumbai. Reportedly, all these vessels are trading on the Coast of India engaged in the carriage of oil in bulk as cargo.
2. For the past couple of months, the financial position of the company has been deteriorating which has resulted in the stranding of all the 9 nos. ships presently reported to be either in ports or at anchorage or at the shipyards in Indian waters and overseas. All vessels' statutory and mandatory certificates have expired.
3. The present poor financial health of the company has resulted in creating hardships for the crew on board these ships. The crew has been engaged by the ship owner under the provision of the Merchant Shipping Act, 1958 and the applicable Collective Bargaining Agreement (CBA) with the recognized Unions by the ship owner. The crew of these vessels has requested the owners to repatriate them to their hometown as their contractual agreement with the owners in most of the cases have come to an end or repatriation long is overdue. The owners also have failed to settle the account of wages of the crew as required by the applicable contract of employment and the applicable CBA.
4. Out of 9 nos. ships which the company is owning, 3 of them are overseas in the shipyards under going dry-dock repairs or completed such repairs. Remaining 6 nos. ships are presently in Indian Waters awaiting instructions from the owners for commercial operations or decommissioning.
5. Considering the fact and the circumstance, the Directorate General of Shipping and its allied offices extended all possible assistance to the stranded crew in Indian waters and Overseas. A brief list is as under;
 - 5.1. Motor Tanker(M.T) Pratibha Koyna is at Bahrain, entire 34 crew was repatriated by Indian Mission at Government India's cost which is to be recovered from the ship owner. The vessel is under arrest for non-payment of dues.
 - 5.2. M.T. Pratibha Chandrabhaga/ Narmada- These vessels are stranded in Chinese shipyard, the Directorate has requested the Indian mission to invoke section 161 of Merchant Shipping Act, 1958 for early repatriation of 13 nos. trainee crew on board. Because of strict Chinese Regulations and non-payment of dues by the owner to the shipyard, the process of repatriation is getting delayed.
 - 5.3. M.T. Pratibha Cauvery after its refloatation at Chennai was directed by D.G. Shipping under the provision of section 411 of the Merchant Shipping Act, 1958, to berth in Chennai Port to carry-out temporary repairs for 2 days. The vessel is still in Chennai Port occupying a commercial berth without paying its port dues to the Port.
 - 5.4. M.T. Pratibha Tapi/ Indrayani the D.G. Shipping and Coast Guard have intervened in providing medical assistance to the ailing crew on board on account of food poisoning. These two vessels are anchored about 30 Nautical miles off Mumbai.
 - 5.5. M.T. Pratibha Bheema- the D.G. Shipping and Coast Guard has intervened and provided medical assistance to the 2nd Engineer who has been repatriated to his home town in Kerala on medical grounds. This vessel is anchored off Goa Port.

- 5.6. M.T. Pratibha Warna - the D.G. Shipping has requested owner to disembark the master on compensate ground. The vessel is at anchor off Chennai Port.
6. In view of the continuing deteriorating conditions of all vessels, inhabitable conditions on board, non-payment of wages to the crew, delay in repatriation, arrest of few vessels for non-payment of dues, enforcement of Maritime Lien by the creditors and poor physical & mental health of crew on board etc., the Director General of Shipping convened an emergency meeting with all the stakeholders today (i.e. 03/01/2013). The stakeholders includes the ship owner , the Indian Coast Guard, concerned Port, seafarers Unions, Ship Owner's Association, Local Police , registrar of its ships etc., to take stock of the situation and find amicable solution to this problem. A brief of the outcome of the meeting is given below;
- 6.1. The owners confirmed repatriation of 17 crew of M.T. P. Chandrabhaga/ Narmada from China within 7 days. Skelton crew as per DGS minimum manning scale shall be placed on board these two ships by NUSI (seafarers union) and owners. The cost of repatriation and placement of the crew shall be borne by the NUSI. Supplies for the crew shall be made by the owners. Both vessels are being sold by the owner.
- 6.2. Owners have confirmed repatriation of entire 50 crew of M.T. P. Tapi / Indrayani from Mumbai anchorage latest by 05/01/2013. Skelton crew as per DGS minimum manning scale shall be placed on board these two ships by NUSI and owners. The logistic support shall be given by the owners for repatriation and placement of the crew. Supplies for the crew shall be made by the NUSI. M.T. P. Tapi is going for scrap whereas M.T.P. Indrayani is awaiting lifting of arrest order.
- 6.3. Owners have confirmed repatriation of entire 27 crew of M.T. P. Warna from Chennai anchorage latest by 10/01/2013. Skelton crew as per DGS minimum manning scale shall be placed on board this ship by the owners. The logistic support shall be given by the owners for repatriation and placement of the crew. Supplies including bunkers for the crew shall be made by the owners. The vessel is being sent for scrapping.
- 6.4. Owners have confirmed repatriation of entire 57 crew of M.T. P. Neera/Bhema from Vishakhapatnam / Goa anchorages latest by 10/01/2013 respectively. Skelton crew as per DGS minimum manning scale shall be placed on board these two ships by the owners either from existing crew or shall send a substitute as the case may be. The logistic support shall be given by the owners for their repatriation and placement of substituted crew. Supplies for the crew shall be made by the owner. After renewal of ship's statutory certification, the owners proposes to reactivate the commercial operations of these two ships.
- 6.5. Owners propose to scrap M.T. P. Cauvery which is at present lying alongside berth of Chennai Port after completion of execution of Madras High court orders.
- 6.6. The owners propose to settle the outstanding wages of the crew through the sale proceeds of the vessels being scarped.
- 6.7. As per the request of the owners representative, Shri Sunil Pawar, Managing Director of the company, the seafarers' union NUSI (for crew) and MUI (for officers) have come forward to assist the owners for next 30 days as an interim arrangement. The expenditure incurred by the unions shall be reimbursed to the unions by the ship owner through the sale proceeds of the vessels being scrapped.
7. The Directorate is closely monitoring the situation through the DG CommCentre, Indian Missions overseas and Indian Coast Guard including Local Administrations as the case may be. A review meeting on the execution of action plan given by the owner is being convened by the Director General of shipping early next week.
8. Issued by the Directorate General of Shipping.

Place: Mumbai

Date: 03rd January, 2013

4 dead, 7 missing after vessel sinks off

Dutch coast: Unfortunately 4 seamen died and 7 other were missing in the icy waters of the North Sea, after a cargo vessel crashed with another ship and sank off the Dutch coast Wednesday night, rescuers reported.

"We may confirm that 4 bodies have been discovered, together with thirteen people rescued alive," stated Coast Guard spokesman, Marcel Oldenburger.

He told a massive air and sea rescue action where were involved few helicopters, 2 navy patrol vessels and even 1 of the vessels involved in the accident would continue through the night in an effort to find the remaining 7 missing passengers of the sunken ship.

Another Coast Guard spokesman, Peter Verburg, stated in the early hours of Thursday morning that the search was carrying on despite "the opportunity of finding anyone alive now is virtually 0."

"We are trying to do all we can, but time is overtaking our actions," he added.

The 148-meter (485-foot) Baltic Ace hit with the 134-meter (440-foot) container vessel Corvus J in darkness close to busy shipping lanes some 65 km. (40 nautical miles) off the coast of the southern Netherlands. The Baltic Ace vessel, carrying a cargo of cars, had a crew members of twenty-four that was forced to leave the carrier as it sank quickly.

By around 10 pm (2100 GMT), eleven crew members had been saved by helicopters and 2 more by vessels, the coast guard told. Rescuers used infrared cameras to hunt for more survivors of the accident.

"We still hope to find and save them," Kees Brinkman, a spokesman for rescue action team, told Dutch television nearly 4 hours after the accident. But, he also told, "the chances of survival of the missing crew members are shrinking" if they are in the water.

The Dutch Defense Ministry told in a statement that 2 navy patrol vessels were aiding the search. "Helicopters are still trying, in (strong wind) and high waves to take the people to safety," the ministry informed.

Verburg told the twelve-men crew of the Corvus J was still on board the vessel that was helping in the rescue actions. Details of its cargo weren't immediately accessible. "It is badly injured, but not in danger of sinking," Verburg stated of the Corvus J.

The spokesman of the coast guard told the reason of the accident wasn't known. "We are now solely focused on getting the passengers to safety," he told. And 4 of the survived crew members were being flown to a hospital in Rotterdam and 7 to an airbase in Belgium.

The Baltic Ace vessel, sailing under a Bahamas flag, was heading from the Belgian port of Zeebrugge to Kotka in Finland, and the Cyprus-registered Corvus J was on its way from Grangemouth in Scotland to Antwerp, Belgium.

More women are now making their mark in world of shipping:

When Kavita Minatoor, who hails from a family of sailors, joined her first vessel in 2001, her master mariner wasn't exactly impressed. "I do not think a woman is capable of doing what we do on the vessels, and

we will not be able to accommodate her. I think you should reconsider your decision," he told senior officials at Maersk Line, the shipping company that had taken Minatoor on board.

Nearly 13 years later, Minatoor is set to steer her first vessel operated by Shipping Corporation of India (SCI), the country's largest shipping company by fleet size as chief officer. "My master mariner later told me that he was wrong in underestimating me and apologised. Earlier, men officers were sceptical about our capabilities, but that has started changing now," Minatoor told ET. Minatoor is among the small but steadily burgeoning breed of women shippers who have been making their mark in waters that have traditionally been a male bastion. Indian companies such as SCI and Great Eastern Shipping have started recruiting women officers on a large scale. "We are seeing a trend where more and more women are joining the sector. Shipping Corporation of India has been at the forefront of attracting women officers, on both the nautical side and the engine side. We think this demand is likely to rise," says SCI Chairman S Hajara.

SCI has nearly 50 women sailors, including students who are being trained. Great Eastern has close to five women officers on its ships and is on the lookout for more.

While Minatoor has a family history, Jyoti Kumari, a chief engineer at Great Eastern, did not have any experience in the sector before plunging into the profession in 2004. "I have no family history in this profession, but my parents stood by me when I wanted to join a vessel. Till recently, it was unheard of for a woman to join a ship. But the Indian mindset is changing now," says Kumari, who will return to her vessel once her maternity leave ends. Kumari was the fourth Indian woman officer onboard a vessel when she joined Great Eastern eight years ago. In 1999, Sonali Banerjee became the country's first woman marine engineer, and since then the number of women mariners has risen to more than 60 today. "Between 1998 and 2004, there were only four women officers in merchant navy," adds Kumari, who considers her first journey over the Pacific Ocean her most challenging. But despite support from families, women sailors say they face various problems onboard since the male-female ratio is hopelessly skewed. "Initially, it was hard since I could not share my feelings with anyone. But that has changed, and now I feel at home while on vessels," Minatoor says.

Women sailors say it is during the initial phase on the vessel that they feel uncomfortable as men often tend to underestimate their capabilities. "But that changes during the first week itself. We are all professionals and we enjoy the company of women onboard vessels," says Babu CLT, a chief engineer with an Indian shipping company. Kumari says a woman can bring about positive changes in the engine room. "My chief engineer once told me that the engine room has become homely and decent. When a woman is in the engine room, men tend to be decent and...they don't abuse and quarrel," she says. Meantime, the Indian government has been trying hard to encourage women to become sailors through benefits such as a 50% discount on fees and a two-year relaxation on age limit. This has resulted in more women joining maritime courses. It is not just onboard that women have started making a mark. Related sectors such as port and logistics, too, are attracting women. Sitara Shipping, Sai Maritime and AS Moloobhoy & Sons are some companies that

have seen increased participation of women in management activities. Companies like SCI, Great Eastern and Allcargo Logistics have also been recruiting women officers for various management jobs.

Source: **The Economic Times**

Ship Rescues 17 Foreign Seafarers:

Seventeen foreign seafarers who abandoned ship on Sunday as the Korean-flagged "M/V Han Splendor" sank 165 nautical miles east of Batan Island in Batanes have been rescued by a passing vessel, the Philippine Coast Guard (PCG) reported.

PCG personnel who launched a search and rescue mission for vessel's crew members were successful in finding the 11 citizens of Myanmar and six Koreans.

The PCG said they were rescued by a passing ship, the "M/V Jin Fu," hours after their ship capsized at the sea off that island.

The maritime agency, however, has yet to reveal the identities of the rescued foreign seamen.

"They abandoned the Korean-flagged cargo vessel MV Han Splendor and transferred to their lifeboats," the PCG said.

The Coast Guard District Northeastern Luzon was informed by the vessel's company, Han Ship that they encountered problems and were stranded at sea. A Notice to Mariners was disseminated to all vessels departing from Port Irene, Cagayan to be on the look out for possible sighting of the missing crew members.

Legal standing of Professional Codes of

Practice: The UK Courts and Tribunals do not recognise the Codes of Practice of the professional institutions, and will only accept evidence as to what is "professional" behaviour from witnesses who are present in Court. The only documentation that they will accept without a witness is the Law Reports, and all other documentation is ignored unless a witness can be cross-examined about it. Therefore, in any case where a professional is contesting against a layman, the layman's ideas as to what is "professional" are given equal weight to those of the professional.

Non-professional employers and clients have their own ideas about what they consider to be "professional" behaviour, which may include demands for any of the following:

- * Obeying orders when ordered to behave unprofessionally (or even to break a law)
- * Negligence (i.e. skimping work) to bring down the costs or to make more profit
- * Using superseded or withdrawn Codes or Standards or mis-using them (e.g. in order to obtain a pass when the current code gives a fail)
- * Agreeing to do whatever the client wants, even if it is illegal, rather than informing the client that what he wants is illegal (which is regarded as "rude" rather than as "professional")
- * Acting against the client's interests in order to make a profit for the employer (which is regarded as "what you are paid for")
- * Agreeing to anything in order to get a contract, with no intention of keeping the agreements
- * Performing work which is outside the expertise of the professional (to which objection is regarded as "behaving like a prima donna")

* Turning a blind eye to unprofessional activities going on around them ("it isn't your job so don't get involved")

* Signing off work known to be incorrect because meeting a deadline is more important than getting the work right

It is all very well to say that when an employer makes any of the above demands to a professional, then they should resign in protest. However, the professional may feel a duty of care to the client, which requires them to remain on the job for the clients' sake. Or they may fear that they will not get another job with an unsatisfactory reference, especially if their employer claims that the professional acted "unprofessionally".

This does not only apply to employees being sacked for obeying their professional code - a freelance professional could be sued by a client for doing a job properly when the client wanted it skimped, especially if they have declared something to be unfit when the client simply wanted it rubber-stamped as fit.

The Engineering Profession can not afford to have non-professional engineers making up their own standards of "professional" behaviour and passing these off as "professional". No profession - including the legal profession - can afford to have any such thing happen. So how can we stop it from happening ?

What use is a Code of Practice which only binds the professional body's own members, while leaving them open to be sacked or sued by non-professional employers or clients for following it ? If the Courts won't uphold it, how can any professional body expect its members to risk their jobs obeying it ? When they see that their non-professional employer got where he is today without having to obey any Code, and then sees that the Courts give equal weight to his ideas of what is "professional", what incentive do engineers have to behave like professionals ?

As the only documentation which Courts will accept is the Law Reports, can anyone inform us of any case on record in which any Judge has made a ruling about this ? I am referring to cases in which a definition of what is professional behaviour has formed an important part of the case, and in which a Code of Conduct or Practice has been accepted or rejected by a Court or Tribunal. (a Judge would accept as a precedent).

Coast Guard Measure Signed Into Law:

Legislation to provide the U.S. Coast Guard with the capabilities necessary to carry out the service's maritime safety, illegal drug and migrant interdiction, homeland defense, and other important missions has been signed into law by the President.

The bill, introduced in the House by Transportation and Infrastructure Committee Chairman John L. Mica (R-FL) and Coast Guard Maritime Transportation Subcommittee Chairman Frank LoBiondo (R-NJ), will also provide common sense Coast Guard reforms and reduce regulatory burdens on small business and port workers.

"The Coast Guard is our nation's first line of defense for maritime safety and security," Mica said. "This law ensures the exceptional men and women of the Coast Guard will be provided the resources they need to carry out their important work. The measure also rejects cuts to the Coast Guard acquisitions budget and the number of servicemembers proposed by the President earlier this year, and allows the service to continue improving mission critical ships, aircraft and communications systems.

"This measure also reduces regulatory burdens on fishermen, small businesses, and port workers, and follows up on Committee Republicans' 2010 'Sitting on Our Assets' report by requiring a decision to either reactivate or decommission the

Coast Guard's currently sidelined heavy icebreaker," Mica said.

"In addition to laws enacted this Congress to reform and renew federal surface transportation programs, the Federal Aviation Administration, pipeline safety programs, and other measures, this Coast Guard bill adds to the Committee's accomplishments this Congress in improving and strengthening federal transportation and infrastructure programs," Mica added.

The Coast Guard and Maritime Transportation Act of 2012 (H.R. 2838), signed into law by the President on December 20, 2012, authorizes \$8.6 billion in fiscal year 2013 and \$8.7 billion in fiscal year 2014 for the activities of the Coast Guard.

The bill includes provisions that will give the Coast Guard, its servicemembers and dependents greater parity with their counterparts in the other Armed Services. The bill further aligns Coast Guard's authorities with those granted to the Department of Defense.

H.R. 2838 also enhances operations while reducing costs by reforming and improving Coast Guard administration and eliminating obsolete authorities. The bill recognizes the current budget environment and saves taxpayer dollars without impacting the service's critical missions.

Furthermore, the bill encourages job growth in the maritime sector by reducing regulatory burdens on small businesses. The regulatory relief provided by this bill includes eliminating the Transportation Security Administration (TSA) requirement for maritime workers to make multiple trips to a Transportation Worker Identification Credential (TWIC) enrollment center to receive the TWIC ID card; extending deadlines for compliance with new Coast Guard regulations on fishing vessels to ensure the service can enforce them fairly and properly; and extending the duration of medical certificates so mariners can continue to work while the Coast Guard reduces its backlog of applications.

H.R. 2838 also extends for an additional year the current moratorium for fishing vessels and small commercial vessels' compliance with tangled and bureaucratic EPA regulations governing vessel incidental discharges, such as rain water runoff and air conditioner condensate.

Finally, the bill enhances the security of U.S. vessels and crew transiting high risk waters, reauthorizes the national security aspects of the Maritime Administration for fiscal year 2013, and makes several important improvements to NOAA's marine debris program.

New Details Revealed in Fatal Ferry Disaster Inquiry as Testimonies Unfold:

Passengers on the Lamma II, another Hong Kong Electric (HKE) vessel, have been testifying at a Commission of Inquiry into



the Hong Kong ferry disaster that claimed 39 lives.

HKE crewmembers said passengers saw the Lamma IV sinking and asked the captain to sail closer for rescue. Seventeen were saved.

Another passenger said no safety instruction was given by the crewmembers when the passengers were on board. However, HKE reportedly has seminars to discuss safety issues, including emergency routes and safety kits, with the staff every quarter.

Another ferry abnormally turned away when the Lamma IV was sinking six minutes after Lamma II left the pier, according to inquiry reports.

U.S. Coast Guard Responds to Tanker Run Aground on Hudson River:

The Coast Guard is continuing to oversee the response to a motor tanker that suffered a hull breach to their ballast tank on the Hudson River near Stuyvesant, N.Y. Thursday.



Coast Guard Sector New York was notified Thursday that the 600-foot motor tanker, Stena Primorsk, began listing after suffering a hull breach while transiting from Albany, N.Y. via the Hudson River, carrying light crude oil. The tanker is currently at anchor nearby in Stuyvesant Anchorage.

The tanker crew reported that no pollution or injuries resulted from the incident. Coast Guard Auxiliary and New York State Police air crews performed over flights of the Hudson River and reported no pollution in vicinity of tanker.

The owners of the Stena Primorsk have contracted commercial environmental response experts to monitor for any pollution and assist in the salvage of the vessel. There continues to be no reports of pollution from the Stena Primorsk. Divers are scheduled to conduct a thorough examination of the ballast tanks today.

Coast Guard Sector New York has established a safety zone around the vessel between Matthew Point to the north and the northern tip of Rattlesnake Island to the south restricting vessel traffic from transiting in this area until further notice.

Coast Guard Sector New York pollution and marine emergency responders, working closely with state and local partners, are continuing to investigate the incident.

Somali pirates release ship and hostages after almost three years. Twenty-two sailors on board were freed after a two-week siege by maritime police, according to statement: Twenty-two sailors held hostage by Somali pirates with their ship for almost three years have been freed after a two-week siege by maritime police, the government of the breakaway Somali enclave of Puntland has said.

The crew of the Panama-flagged MV Iceberg 1, who are from the Philippines, India, Yemen, Sudan, Ghana and Pakistan, had been held for longer than any other hostages captured by pirates who prey on shipping in the region, according to the president's office of the northern Somali enclave.

Police laid siege to the vessel on 10 December near the coastal village of Gara'ad, in the region of Mudug.

"After two years and nine months in captivity, the hostages have suffered signs of physical torture and illness. They are now receiving nutrition and medical care," a statement said.

The ship originally had a crew of 24, but, according to the pirates, two had died since the roll-on, roll-off cargo vessel was seized on 29 March 2010, about 10 miles from Aden.

One of the pirate leaders said they released the ship after negotiations with Puntland officials and local elders. "They kindly requested the release of the ship we held for three years. Puntland forces had attacked us and tried to release the ship by force but they failed. We fought back and defeated them," the pirate known as Farah told Reuters.

Farah did not disclose whether a ransom was paid for the crew and the 4,500 tonne ship, owned by Azal Shipping in Dubai.

Pirates rarely release ships without ransom, and usually raise their demands the longer they hold a vessel, because they charge for their expenses. International navies have had some recent success containing piracy in the Indian Ocean.

Although more than 100 hostages taken off Somalia are still being held captive, the number of hijackings of ships dropped to seven in the first 11 months of this year compared with 24 in the whole of 2011.

Separately, Puntland said a group of eight Puntland soldiers responsible for briefly trying to sail away with a North Korea-flagged vessel, MV Daesan, and its 33-member crew were jailed by a Puntland military court on 22 December.

The ship was ferrying cement to the Somali capital, Mogadishu, and was impounded by the Puntland authorities and fined last month after it was accused of ditching its cargo off Somalia's coast.

The soldiers had taken the vessel on 18 December.

"Puntland government managed to return the vessel back to the port within 24 hours; the soldiers were arrested and will be brought to justice," the authorities said.

Nigerian Navy goes on pirate hunt to save five abducted Indians: The Nigerian Navy has said it has sent rescue ships to trace five Indians who were abducted by pirates from a German oil tanker off country's notorious territorial waters.

"The Western Naval Command (WNC) under the leadership of the Flag Officer Commanding (FOC), Rear Admiral Ameen Ikioda was directed to send a rescue ship to the troubled vessel and ascertain if the ship was actually under arrest." Navy spokesperson, Commodore Kabiru Aliyu told PTI on Wednesday.

He said the navy will investigate the ship where it is at anchorage and if it is confirmed that the oil vessel was attacked, they will go after the pirates and rescue the kidnapped crew members.

Heavily armed pirates attacked and looted an oil vessel off the coast of Nigeria's Niger delta region kidnapping five Indian sailors on board, the ship's operators, Medallion Marine had said.

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"The vessel (SP Brussels) was boarded by heavily armed pirates whilst approximately 40 miles off the Niger Delta. The pirates ransacked the vessel for personal belongings and took five crew members with them on their departure." the operators said in an initial statement and later clarified that the five crew members were Indians.

Medallion Marine said they are working hand-in-hand with authorities here to get the abducted men released.

Piracy and oil theft is a regular phenomenon in Nigeria especially in the delta region where oil is produced. Similar attacks are also witnessed off southern commercial city of Lagos.

On September 4, pirates hijacked a ship, MT Abu Dhabi Star owned by a Singaporean firm off the shores of Nigeria with its 23 Indian sailors on board.

They were later released.

A week before then, an oil vessel was seized by pirates, off the Coast of Togolese capital of Lome and released few days later near Nigeria with its 23 Russian crew members.

New Maritime Training Center to Open in Canada: Will provide skilled workers for nation's fleet renewal program. A new West Coast Canadian marine industry trades training center is set to open in mid-



January 2013, a timely initiative as the building of the first of seven non-combat vessels under Seaspan's \$8 billion umbrella agreement with the federal government's National Shipbuilding Procurement Strategy (NSPS) will begin next year. The Industrial Marine Training and Applied Research Center (IMTARC), still under construction, will be a 4,000-sq. ft. facility located next to Seaspan's Victoria Shipyards in Esquimalt, home to the Canadian Pacific Naval Fleet [pictured above].

According to newly-appointed Executive Director Alex Rueben, recently retired from the Canadian Forces, IMTARC will have two classrooms with room for 24 students each and a computer lab with 12 student stations. The Center has three operational objectives: (1) provide training and education onsite through partnerships with BC post-secondary institutions such as Camosun College, Royal Roads University and the British Columbia Institute of Technology; (2) broker training and education from other providers across North America, Europe and East Asia, and (3) provide space for other industry organizations to hold their own programs.

The Applied Research section of IMTARC will be involved in researching production processes and technologies, human resources and workforce development, business systems and management, and ship technologies. "The idea is to partner with local, national and international applied research facilities that are already out there," says Rueben.

Identifying Training Gaps

IMTARC is a product of the popular West Coast Shipbuilding and Repair Forum, which originally sparked the idea. As Doug MacLaren, CEO of the Resource Training Organization, which oversees the management and development of apprenticeship training for BC's resource sector, says, "We have worked with industry stakeholders since 2007 to identify training gaps through direct industry research and gap analyses. Even without NSPS there was a demand for more management-type training, and NSPS has now added a technical dimension to this demand."

Apprenticeship training is also getting a much-needed boost with two new apprenticeship Marine Fitter and Shipwright programs. And that bodes well for Seaspan's Victoria Shipyards, whose role in the NSPS agreement is to provide the final stages of outfitting and commissioning for the vessels that Seaspan's Vancouver Shipyards will be building.

Victoria Shipyards is reveling in its largest workforce to date with five naval ships in for repair/refit at present. "At the beginning of the year we had approximately 1,000 workers with HMCS Protecteur also going through a major refit," reports Malcolm Barker, Vice President & General Manager. "She will leave in December, so we expect to reduce that number by 250, which will be consistent for the next five years based on existing contracts. As our Vancouver division continues ramping up, by 2015-2016 we expect the Vancouver workforce to expand to approximately 1,000 tradespeople working on the new NSPS contracts."

BC Ferries, which spends on average \$40-\$50 million annually on ship repairs and maintenance, is pleased to be partnering with IMTARC. "We're working together to develop strategies to further train and enhance our workforce and the industry workforce, for instance, to take electricians and welders and give them more specific training around the marine aspect of their trade," says Mark Wilson, Vice President of Engineering, who is also the recently-elected Chair of the new BC Shipbuilding and Ship Repair Board, which met for the first time last month.

Securing the Future

The NSPS is predicted to create 4,000 direct and indirect jobs for the province. With an estimated 17 to 24 additional vessels for Seaspan to build over the next 30 years, many marine tradespeople and middle managers will finally enjoy lengthy careers, something that hasn't been seen in the West Coast shipbuilding industry since the middle of the last century.

Rueben says he's looking forward to working with the Helmets to Hardhats program, which brings military personnel into the private sector in the construction industry, to pilot a similar initiative for the shipbuilding and ship repair sectors in BC. And he is looking to create and facilitate opportunities for Canadians of Aboriginal descent and new immigrants to Canada with the goal of helping procure long-term jobs for them as well. - MarEx

Hijacked North Korean Ship Heading Back to Port: An impounded North Korean ship captured dumping cement into Puntland waters last month, was hijacked and is heading back to Bossaso port, Garowe Online reports.



Security forces guarding the North Korean-flagged vessel MV Daesan impounded on Nov. 17, 2012, at the Bossaso port were involved in the hijacking of the ship and the crew on the vessel late Tuesday night.

According to local sources, after a work shift change a team of 8 soldiers decided to hijack the ship and its crew of 33. After hijacking the ship and traveling for some hours and faced incidents the hijackers argued amongst themselves because some members argued over their decision.

The sources said that after the sequence of extraordinary events some of the men regretted the hijacking.

Continuing, the sources said that after heated debates and negotiations done by Puntland authorities, the rogue security forces decided to return the ship to Puntland authorities and contacted Puntland security officials of their decision.

Puntland security officials told GO, that there are two Puntland coast guard boats chaperoning the MV Daesan back into Puntland waters where the case over the dumping of cement is still ongoing at the local court.

Puntland authorities caught the MV Daesan while it was dumping 5,000 metric tons of cement 13 nautical miles east of Bossaso coast. According to authorities the ship is expected at Bossaso port Thursday morning and the case will continue in court.

Puntland authorities told GO that they are conducting an investigation of the hijacking Tuesday night and there are leads

that suggest Somali pirates were involved in the attempted hijacking.

Puntland officials have also been engaged in a standoff with pirates off the coast of Gara'ad town in Mudug region since Dec. 10. Puntland Maritime Police Force (PMPF) attempted to rescue the 22 hostages of the MV Iceberg 1 vessel last week and Puntland forces have enforced a blockade on the ship.

According to Puntland security sources, the MV Daesan hijacking was a diversion plot by Somali pirates to ease pressure off the MV Iceberg 1 vessel, which remains under a blockade for the past 10 days.

Piracy off the coast of Somalia has hit its lowest level in recent years for 2012. Outgoing NATO Commander of the Ocean Shield anti-piracy force stated this week that although pirate attacks have plunged that the pressure should not be let up.

Pirates Attack Tanker and Kidnap 5 Crew: Medallion Marine have become the latest target of pirates in Nigeria, having had a tanker looted and five Indian crew members taken hostage.

Pirates have attacked and looted a tanker off the coast of Nigeria, taking five crew members hostage, the ship's operating company said Wednesday. Medallion Marine did not give the nationalities of those kidnapped but maritime security experts AKE said in a note to its clients that they were all Indians.

Piracy and kidnapping in Nigeria's oil-producing Niger Delta and offshore are common, and the oil-rich Gulf of Guinea is second only to the waters off Somalia for the risk of pirate attacks, which drives up shipping insurance costs. "On Monday the vessel (SP Brussels) was boarded by heavily armed pirates whilst approximately 40 miles (65 km) off the Niger Delta," Medallion Marine said in a statement. The pirates ransacked the vessel for personal belongings and took five crew members with them on their departure."

Nigerian Navy officials were not available for comment. According to a maritime tracking website, the SP Brussels is a 7,600-tonne oil and chemical tanker.

The West African country is among the world's top 10 crude oil exporters and imports around 80 percent of the fuel products needed for its 160 million people due to a lack of domestic refining capacity.

AKE said the risk of maritime kidnapping is currently heightened off the Niger Delta. Gunmen kidnapped four foreigners, believed to be South Koreans, and two Nigerians working for Korea's Hyundai Heavy onshore in the Niger Delta on 20th December.

Vessel efficiency: Piloting UK marine and maritime innovation: Together with the MOD's Defence, Science and Technology Laboratory and Scottish

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Enterprise, we are investing up to £8m in collaborative R&D and fast-track projects to deliver viable solutions for more efficient marine vessels. We are looking for UK businesses - from inside and outside the industry - to develop solutions covering many aspects of efficiency in existing and future ships, boats, submarines, and their associated equipment and systems.

We are seeking innovative proposals that address the issues of improving current vessel performance and efficiency, but at the same time attract projects for future vessel design, coatings and propulsion systems. The competition is also aiming to build collaboration across the maritime and marine industry, and develop UK-based supply chains and SMEs to underpin a national Strategy for Growth.

Proposals must be collaborative and business-led, and we would like to see micro and small businesses involved. We expect to invest between £500k and £3m per project, although projects outside this range will be considered. This is a fast track and two-stage CR&D competition that opens on 14 January 2013. The deadline for applicants to register for both types of project is noon on 20 February 2013 and the deadline for expressions of interest is at noon on 27 February 2013. A briefing event for potential applicants will be held in London on 22 January 2013 and consortia-building events, to help applicants to find partners to work with, will be held before the competition opens in January.

Cruise Ship Rescues 5 After Drifting for Weeks: A Princess Cruises ship, the Island Princess, rescued five Jamaicans who claimed to be drifting in the Caribbean for about three weeks in a small boat.



The Island Princess brought the group on board, unsure of their conditions and identities at the moment. The luxury liner left Fort Lauderdale one week ago and was heading to Ocho Rios, Jamaica. They were expected to arrive on Tuesday.

The passengers from the stricken vessel told Princess crewmembers that they were on their way to a barbeque and ran out of gas. They continued on, asking for fuel to continue on their way, but that is not a practice that the employees were comfortable with. The Island Princess took the stranded boaters aboard and notified officials in Jamaica.

The captain of the cruise ship notified passengers about the small boat earlier Monday on the loudspeaker, as they noted the decreased speed aboard the Island Princess. According to the Vancouver Sun, one passenger heard screams for help; others heard that the motor on the boat broke down. The entire rescue took less than 45 minutes. The Coast Guard has launched an investigation.

CSCL sells off more containers: Hong Kong: China Shipping Container Lines (CSCL) has announced it has reached an agreement with an unnamed third party to sell containers at a value of approximately US\$117m. It is the



second transaction from the company in the last month selling containers, in order to increase working capital.

According to the announcement CSCL will leaseback the containers.

6 Offshore ships for COSL to be designed by Wärtsilä: Marine industry's leading solutions and services provider, Wärtsilä, has undersign an official agreement with China Oilfield Services Limited (COSL) to provide the designs for 6 new vessels.

The 2 PSVs (Platform Supply Vessels) and 4 Anchor Handling Tug Supply (AHTS) ships are initially going to secure support operations in the South China Sea and Bohai Bay. The deal was signed in December 2012.

The platform supply vessels are based on Wärtsilä Vessel Design's well proven VS 485 PSV MKIII design which offers a highly energy and environmentally efficient ship solution with an optimised hull design for better efficiency, with corresponding reduced emission to air. The anchor handling tug supply ships will be constructed according to the Wärtsilä Ship Design VS 4612 AHTS design. The main function of AHTS ships is to set anchors for drilling rigs, and tow mobile drilling rigs from one area to another. Since the sea and weather conditions when these vessels work is usually extremely challenging, a design which offers reliability and high levels of efficiency and implementation is called for.

"We have enjoyed so many years of close relationship with both China National Offshore Oil Corporation and its subsidiary China Oilfield Services Ltd (COSL), and they are very familiar with Wärtsilä Company's broad range of solutions, including our vessel designs, propulsion system, automation and control technologies, and our environmental compliance solutions. Our values are also very much aligned, with both corporations emphasising total lifecycle expenditures, energy efficiency, and environmental sustainability," told Riku-Pekka Hägg, Vice President, Wärtsilä Vessel Design.

The Ship Design range of vessel designs and design services of Wärtsilä is backed by its strong global presence. The broad offering is including simple, low costs, proven standard designs, generally with a full equipment package, and advanced, customized designs based upon customer integrated project development.

Lessons Learnt - Fatal accident during mooring operation:

A general cargo ship arrived with an import cargo that was stacked high on the hatch covers, exposing a large lateral wind area. A strong offshore wind was blowing during the final approach to the berth (starboard side to) with a pilot on board, but it had been already decided that the docking could be safely completed without tug assistance. The forward mooring team on the forecastle consisted of the C/O, Bosun and an able seaman (AB). The vessel was fitted with a large wavebreaker right forward, which meant that the forecastle deck had very little clear area.



Standing on a small bulwark platform on the starboard side, the C/O was leading the team and also operating the mooring winches remote control levers located close by. The bridge team had no view of the forward mooring station due to the tall wavebreaker and high deck cargo.

The ship approached the berth at an angle of about 30 degrees and, with her bow close to the jetty, the forward spring line was sent ashore and belayed on a bollard. In order to bring the stern closer to the quay the pilot requested slow ahead on the engine and full port rudder. In addition, the bow thruster was activated to port so as to align the ship parallel with the wharf.

Before undertaking this manoeuvre, the Master warned the foredeck team on the portable VHF radio that the engine would be working ahead and that all personnel should stand clear of the taut backspring. This was acknowledged by the C/O, but for unknown reasons, he remained at his position.

The engine and rudder movement was performed but had to be repeated within minutes as the stern did not move

sufficiently towards the quay. Again, before the engine movement, the Master called out a warning to the foredeck team and got confirmation from the C/O but he remained at his location near the winch remote control unit.

This time, the engine order lasted longer, and probably due to the bow moving ahead and away from the shore, the backspring came under very high tension and suddenly parted. The broken rope end snapped back violently and hit the C/O on the head and neck, who was felled and lay motionless. Unfortunately, despite all efforts by crew and paramedics, the ambulance doctor declared the C/O dead soon after.

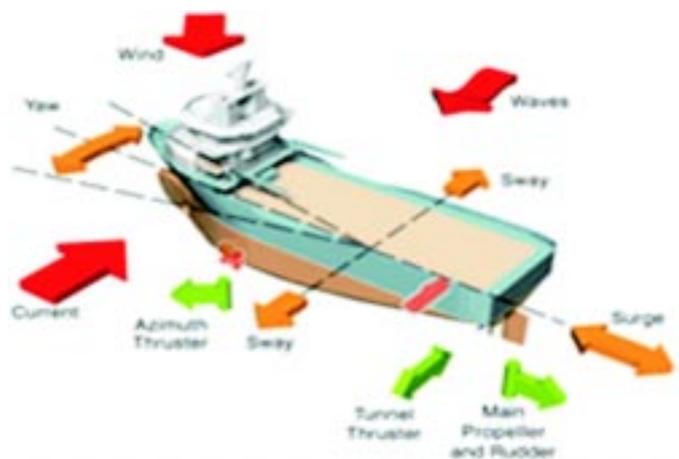
Investigation of the accident

- 1 The spring line had only been in use for a month and appeared to be in good condition;
- 2 The method used to berth a high-sided vessel without tug assistance in the prevailing conditions by working engine, rudder and bow thruster against a single backspring constituted a high risk manoeuvre;
- 3 The C/O failed to move away from snap back zone even after being warned by Master;
- 4 Poor design - Confined/restricted area on the forecastle deck and improper location of winch remote control unit;
- 5 The company had no specific guidelines for mooring and the company management had not identified mooring to be a hazardous operation.

Source: Mars, The Nautical Institute

Dynamic positioning – A vital technology for modern ship handling:

Dynamic positioning developed in the 1960s in the offshore oil and gas drilling industry when efforts began entering waters too deep for use of either jack-up rigs or anchor spreads as a means of keeping the rig precisely located over the drill site. It consists of a computer-controlled system for maintaining a vessel's position and heading using propellers and thrusters. Use of dynamic positioning has spread to cable-layers, dredgers, shuttle tankers, oceanographic survey vessels, and other ships that require



precise positioning. Data from gyro compasses, motion sensors, anemometers, and highly precise GPS receivers are integrated by the ship's computer to control the propellers and thrusters so as to keep the ship as stationary as possible. Classification societies generally rate dynamically positioned ships into three

classes. Class 1 is the most basic, having no redundancy so that loss of position may occur the event of a single fault. Class 2 has some redundancy, so that no single fault in an active system will cause the system to fail. Class 3 has multiple redundancies and will also withstand fire or flooding in any one compartment. A Class 1 DP vessel would normally be used in situations where loss of position is not likely to endanger life or cause significant property damage or pollution. A Class 2 DP vessel would normally be used in situations where loss of position could cause personnel injury or significant property damage or pollution. A Class 3 DP vessel would normally be used in situations where loss of position could cause fatalities or major property or pollution. The DP operator position has transitioned from a status acquired solely through experience to one involving a combination of experience and specialized training. The Nautical Institute has taken a leading position in developing DP operator training programs and accreditations and in certification of individual mariners.

2012 Maritime Training Technology

Wrapup: 2012 has been a remarkable year for technology in maritime training and education. While it is true that training evolves as a continuum which began long before and will continue long after 2012, this year does represent some notable milestones which should not go without recognition. As this year draws to a close and I write my last maritime training article of 2012, it seems appropriate to acknowledge some of the ways in which maritime training technology has come of age this year. Therefore, I present below some of the current and emerging trends in maritime training technology for which 2012 will be remembered.

Trend #1: Social Learning

The maritime industry has a long tradition of sharing knowledge from member to member. As such it should be no surprise that there are many Facebook and LinkedIn groups which are devoted to sharing maritime industry knowledge. For example, in LinkedIn alone there are a dozen or more highly active maritime groups including one excellent group devoted to maritime training and education. If you care about maritime training and are not aware of this group, I highly encourage you to visit the LinkedIn MET group. These groups all represent a form of social learning.

But this group and the many other maritime LinkedIn groups have existed for many years. So why is 2012 notable for the application of social learning to the maritime industry? The reason is that 2012 saw the the creation/evolution of two other sites focused on the maritime industry with the explicit purpose of enabling the sharing of maritime knowledge among peers - as opposed to simply being a forum for conversation. These sites are a clear next step in the evolution of social learning in the maritime world. They are the maritime wiki and the international maritime mentoring site.

Maritime Wiki

Although the call to action for the "Maritime Wiki" predated 2012 (August 2011), the site really began to take hold and come of age this year. For those who are not wiki users, a wiki is a site where anyone can add or edit information to be viewed by the entire community. The most popular wiki is "Wikipedia". The maritime wiki follows the same model - experienced maritime industry members write information in the wiki about any subject of maritime knowledge.

The maritime wiki is young but continues to evolve and improve. It is off to a good start, and no doubt will one day represent an outstanding body of knowledge which can be used as a reference and learning tool by anyone in (or interested in) the industry. This is a true community-generated (social) learning resource for the benefit of the entire industry. All it took was the dedication of one person, Andre Persad, to propose and organize the site. Then the community took over to add article after article.

Maritime Mentoring

Another social learning initiative which I have written about many times in the past is the online International Maritime mentoring Community. Because I have written about it many times before, I'll not say too much about it here. But for those of you who are not aware, this initiative began in April 2012 as a volunteer effort when the call went out for maritime industry experts to volunteer as mentors. To my great surprise almost 200 incredible maritime industry experts volunteered to provide their expertise and guidance, at no cost, to the next generation of mariners. Now the site has mentors representing over 4,000 years of maritime expertise - all freely available to be shared with anyone interested in (or currently in) a career in the maritime industry. This marks another small step for the maritime community in terms of social learning making 2012 a notable year.

Trend #2: From Ad-hoc to Structured and Measured

2012 marked another leap forward in terms of what could be called "training maturity" for the maritime industry - the continued move from unstructured ad-hoc training to a more professional, structured and measured approach to training. This is especially evident for in-house training by vessel operators who want to ensure that their maritime workers are well trained for their job routines, on their vessels, using their specific equipment. I now see wonderful examples of such companies every day, but one of the most notable for me remains one that I've written about before - British Columbia Ferry Services Inc. - one of the largest ferry operators in the world.

BC Ferries, like most vessel operators, previously accomplished in-house job training and familiarization primarily through job shadowing. However, what BC Ferries found is that with the increasing sophistication of job routines and onboard equipment, job shadowing lacked the ability to provide consistent high-quality training and could not provide the analytics and metrics necessary to track and continuously improve performance.

As a result, BC Ferries created the "SEA" program (Standardized Education and Assessment) to train employees on job routines, vessel familiarization and other BC Ferries-specific competencies. The SEA program is a blended program including on-line self-study, face-to-face training by expert trainers, and multi-mode assessment. It also embodies a career progression phase for skill enhancement and career advancement. The program is supported by a learning management system which provides special features for job- and vessel-specific training and generates analytics for continuous improvement (for full disclosure, this LMS is made by the company I work for).

SEA is proving to be quite a leap forward, and has been recognized with an international training award for the application of technology to education. 2012 has generated a lot of recognition for the approach being taken by BC Ferries and as such marks an important year for the evolution of training professionalism and maturity in the maritime industry.

Trend #3: eLearning and the Emergence of the LMS

eLearning has been around for some number of years in the maritime industry, as have learning management systems. So why is 2012 a memorable year for these? For a few reasons.

First, one of the most notable aspects for eLearning in the maritime industry is the coming into force of the Manila amendments on January 1st of this year. The amendments specifically recognize the use of eLearning for training and assessment (Section B-I/6 - Guidance regarding training and assessment). The guidance is new and quite limited in scope and depth, but it constitutes official recognition of eLearning as a valid approach to maritime education, and provides some indication of how it should be implemented. So even if we completely ignore the tremendous growth of online learning in the maritime industry in 2012, the Manila amendments alone are reason enough to conclude that 2012 represents a milestone for eLearning in maritime training.

I also consider 2012 to be a milestone year for learning management systems in the maritime industry. Until recently, I believe it was fair to characterize the eLearning focus in the industry as being primarily on content rather than on the infrastructure in which the content was delivered. Only recently has the industry started to pay specific attention to the LMS as an entity which deserves attention separate from training content. A general understanding of how the learning infrastructure (the LMS) can support training objectives is becoming more common and the LMS (especially the maritime-specific LMS) is coming into focus for vessel operators. I believe one reason for this is the spate of high-profile maritime accidents in 2012 all drawing attention to the need for the more sophisticated training analytics and tracking that an LMS can provide.

This really hit home for me in mid 2012 during a conversation with the Director of Training Services at Virtual Marine Technology, Tyler Brand. Tyler's company creates blended simulation technologies for the maritime industry and Tyler has always been a thought leader in maritime training. In a conversation earlier this year Tyler related to me how, prior to 2012, when he would talk with others in the industry about the benefits of a sophisticated LMS the response would often be "We need an L-M-What"? However, according to Tyler, in 2012 he's received call after call asking "So what should our LMS strategy be". Tyler related to me how this was a very real and very recent shift in understanding and perception.

Conclusion

Educational technologies are still relatively new to the maritime industry. As such, there is still much "institutional knowledge" to be gained in terms of understanding the benefits and limitations of training technologies. How are these technologies best applied? Where can they improve outcomes and reduce costs? What parts of training can adopt blended approaches and what parts require pure face-to-face or hands-on approaches? Only with time, experimentation and understanding will the answers to these questions come fully into focus. We know that technology has a role to play in maritime training, and 2012 brought us much closer to a clear picture of that role than any year which has come before. So as this milestone year for technology in maritime training comes to a close, I have high hopes and great anticipation for what 2013 will bring. On that note, I wish all of you a truly happy, safe and successful holiday season and new year. All the best for 2013.

— Murray Goldberg

Ports that don't make the world go round:

Facts mixed with omission have gone awry in the furor over the longshore union strike that caused havoc at Los Angeles/Long Beach. The most glaring misunderstanding, which has even reached the pages of Maritime Professional, is the cost of the strike.

Like parrots, everyone has been quoting a figure of \$1 billion a day. As it turns out, and as repeated by the original source (an economist in Sacramento who works for Beacon Economics), this is the value of cargo going through the ports each day. Most of those boxes were merely delayed and were delivered later than planned, with most lines declaring the maritime equivalent of force majeure. Possibly the arcane, legal world of general average, or its derivatives, comes into play.

From what I can glean, the actual cost was no more than a couple of million in lost business revenue. (And the erroneous figure makes the commonly quoted \$1 billion a day cost of the 2002 strike and lockout seems suspicious. That year, the value of cargo was \$126 billion, compared with about \$200 billion for this year. More likely, the 10-day lockout itself cost \$1 billion a day because cargo was not delivered and Wal-Mart shelves were sparse. During the strike itself ships were rerouting.)

Secondly, nothing will change. Not one word has been uttered, officially or privately, about the possibility of collusion between the Office Clerical Union and the parent ILWU. It is hard to believe that the 500 clericals did not get a promise from its parent before a strike was even considered that picket lines would not be crossed. (The ILWU said in public statements when the strike became a possibility that it would "honor" the pickets.) So, the ILWU showed up each day and said in astonishment "By golly, picket lines in front of our work places. Sorry, no work today, but that's not our fault."

And continued to rake in a full day's pay for doing nothing. (To be specific, the full-time dockers got paid. Casuals, who need the money most, got zip.)

Matters have also got worse from a longer-term perspective. A shipping line that I spoke to in South East Asia said: "We all laugh at the inefficiency on the West Coast. We have to deal with it but make sure we keep our exposure to the absolute minimum. That is why the newest big ships such as the CMA CGM Marco Polo go on other routes first. Offloading that at a West Coast port is just not worth it - there would be an enormously long wait."

Lift & Shift uses the coast to move 5 giant modules: The Indian coastal waters offer a good option for heavy lift transportation.

Albeit India is blessed with one of the longest coastlines stretching 7,517 km and studded with 13 major ports and 200 non-major ports, coastal shipping holds no fascination to this trade despite all the praises being heaped on the benefits of water transport and the environment friendliness facet. But moving over-dimensional cargo (ODC) and project cargo there is no other better alternative than transporting it by the coast.

In fact LIFT & SHIFT India, the specialist in providing technology driven engineered qualified solutions for transporting super ODC & heavy industrial equipment did just that. It moved five gigantic monstrosities along the coast for Gujarat State Petroleum Corporation's (GSPC) gas project in Kakinada on the East coast of India from Hazira on the West coast. The last

of the five ODCs is now on the way to its destination scheduled to reach the Kakinada in a few days.

These offshore modules have been manufactured by the technical, engineering and construction giant, Larsen & Turbo, at its Hazira works, in Gujarat. They are to be deployed by GSPC at the Krishna-Godavari basin (the "KG basin") located off the east coast where significant deep sea gas reserves exists and which they are currently developing for commercial production.

The consignment consists of a 23.50 meter high South Deck module weighing 4,232 metric tons; a 20-meter TGBM module of 2,312 metric tons weight; a North Deck of 2,425 tons having a height of 23.5 meters; a Deck Supporting Frame of 6.4 meters weighing 730 tons and 23-meter CRBM Living Quarters module weighing 3,380 metric tons.

"These 5 cargo units were transported from the MFF area of L & T at Hazira to the barge jetty and then rolled onto the barge. The whole operation involved detailed planning for the past 2 years with client's design and manufacturing teams and marine calculations for ensuring an event free safe loadout onto the floating barge," explained Sanjay Valia, Executive Director, of LIFT & SHIFT. "All the five units were barged all along the west coast, southwards via Sri Lanka to Kakinada on the East Coast of India. They will be installed at the offshore site by the use of special super heavy offshore floating cranes, specially mobilized from overseas for this purpose by the company."

Coastal shipping in India has never received its due share of patronage from the government. Companies choosing this form of transport continue to face harsh and impartial taxes like no exemption from income tax, customs duty on bunkers, landing fees, etc. All goods are subjected to customs procedures and formalities even though they are not imported. The shipment process is extremely slow and laborious compared to other modes of transport. Even ports do not give any preferential treatment to coastal cargo and most ports do not provide any dedicated berths for coastal vessels.

Most heavy lift & project solution providers are increasingly using water transport to move heavy cargo since the road and highway infrastructure in India is very poor. They are forced to make several bypasses for transporting by road as the bridges cannot take the load. Besides, an alarming amount of time is wasted by operators having to seek permissions from the concerned authorities including the Public Works Department, National Highways Authority, Road Traffic Dept, the Road Transport Officer, Forest Department, Environment Department, and railways. Since most bridges across the country are not strong enough to take the weight, transporters have to be innovative to circumvent such hurdles.

ClassNK's innovations for ship owners will help comply with new conventions requirements: The R & D projects of ClassNK for reducing running cost of ships will offset the burden that would be cast on ship owners by the unsavory new conventions set to come into force.

It is not just the financial crisis and the soaring prices of bunkers that affect shipping. What are even worse are the new conventions set to come into force which will certainly not offer any salubrious climate for shipping but could push companies into the red unless prolific and cost conscious measures are factored in. Thus, the Ballast Water Management, Green House

Gases Reduction and the Amendments to MARPOL viz. mandatory requirement for Energy Efficiency Design Index will lay immense burden on the ship owners.

To help ship owners offset the unfavorable effect of these conventions, ClassNK, besides its service to the shipping trade as a classification society and other activities it has been ceaselessly striving to find solutions for cutting down cost for running of ships. It has made phenomenal investment in research and development having sunk in US \$ 40 million already for undertaking 19 projects. ClassNK has committed \$ 28 million in Japan for 22 projects and the remaining \$ 12 million is being spent in research and development outside Japan.

"This means that ClassNK is working to improving the efficiency on what we already have. The government of Japan has targeted in achieving 30 per cent reduction of GHG emissions" says S. Sampath, General Manager (Survey) of ClassNK Mumbai Office. "It has 22 projects underway with each one having established reduction from 3% to 15%. Combining all these designs and systems in the new building it is possible to achieve a total of nearly 30 per cent reduction in fuel consumption. This total reduction may definitely add up to at least 20 per cent reduction, if not the targeted 30 per cent, due to overlap effects of the combination of the different systems and technologies.

"What this would mean is that it will be possible to achieve a huge saving in fuel consumption for the ship owners at the same time comply with the requirements of the convention. Some of these designs could also be incorporated in the existing ships which have been built prior to 2013 when the conventions come into force."

Some of the major research projects underway that promise to bring in reduction in fuel consumption are Minimal Ballast Water Ship, Optimum Hull Form for Ships Adopting Contra-Rotating Propeller, Optimum Bow Design in Waves for Container Carriers, Micro Bubble Lubrication, Extremely low resistant hull coating, Non Hub-vortex Propeller with Minimal Blade Area, Propeller Attachment to improve Thrust Efficiency, Optimum Hybrid Power Management system using shaft driven generator and controllable pitch propeller, Optimum Combustion in Large-size Low-Speed Diesel Engines, High Efficiency Heat Recovery System for Small size Diesel Engines, Small Size Dual Fuel Diesel Engine, Hybrid Turbo Chargers for Marine Use, Lithium Battery and Solar Panels Hybrid Power System, Gigacell Battery and Solar Panel Hybrid Power system and yet to come off the board is the Next Generation Sail Assisted Cargo Ships.

A paradigm shift in shipping appears to be underway. Many classification societies, ship builders, naval architects and others are also working round the clock to come up with innovations that not only make shipping more secure, safe and efficient on clean ocean, but also cut cost substantially. The sum total of all these efforts will certainly see shipping on a higher growth trajectory.

A 1911 wreck off the Florida Keys: The 315-foot long steamship Hannah M. Bell was built in England in 1893. It primarily carried sugar, cotton, and other breakbulk cargo between Europe and the Americas. On 4 April 1911, while transiting from the US east coast to Vera Cruz, Mexico with a cargo of coal, it encountered heavy weather, grounded, and sank on the coral of Elbow Reef six miles off Key Largo, Florida. Some, but not all, of the cargo was liberated by wreckers.

Wind, waves, and weather broke up the remaining cargo and hull and the wreck was soon forgotten in an area where wrecks were frequent. In 1920, the SS Quoque, operated by the US Shipping Board, grounded on the wreck of the Hannah M. Bell. The waters are reasonably well marked, with Carysfort Lighthouse (built in 1852) located about ten miles north and Alligator Reef Lighthouse (built in 1873) located about ten miles south. Regardless, the area seems to attract marine casualties, in part because ships headed south often hug the coast to avoid the effects of the Gulf Stream. Two significant wrecks in the vicinity are the SS Tonawanda (formerly the USS Arkansas), which sank on 28 March 1866, and the SS City of Washington, which sank on 10 July 1917. A few miles southwest is the former US Coast Guard cutter Duane, which was intentionally sunk in 120 feet of water off Molasses Reef on 27 November 1987. The identity of the 1911 wreck, though, was lost until unraveled through the hard work of the National Association of Black Scuba Divers. Working with officials at the Florida Keys National Marine Sanctuary, they recovered artifacts and researched historic documents, finally putting an official name on the wreck that had been locally known only as "Mike's Wreck", named after a local diver who had popularized the site.

Mumbai's offshore container terminal to be commissioned in October 2013:

Having lagged behind for months, Mumbai's Offshore Container Terminal project is once more full of activity and is set for commissioning by October 2013. After several hiccups the Mumbai Port's Offshore Container Terminal project which had faced plenty of flax and got involved in controversies is finally set to nearing completion. Mumbai Port Trust (MbPT) had signed an Agreement in Dec 2007 with ICTPL, a JV of Gammon India and Dragados of Spain, to execute the project on BOOT basis for setting up the 1.2 million TEU container terminal project. Some of the hurdle it faced in its execution particularly with regards to connectivity have now been ironed out and the terminal is proposed to get commissioned in October next - 2013.

Being a city port evacuation of container was the main hurdle MbPT faced. Containers have to traverse through the entire length of the island city to finally gain access of the highways or the national railway network. MbPT has managed to bypass all these impediments according to officials from the traffic department.

The railway lines in the city are already saturated by trains carrying passengers in various locals in super crushed condition with hardly any prospect for increasing the frequency of service. In order to move cargo by rail the railway authorities had with difficulty agreed to offer a four-hour window at Raoli near Wadala junction to move the cargo rakes in/out the city. But over the years despite the cargo traffic increasing there was no scope to enhance this window.

Now the concerned agencies including the Central Railways, Mumbai Metropolitan Region Development Authority (MMRDA), Brihanmumbai Municipal Corporation (BMC) and Mbpt have come up with the solution of laying tracks on the land much of which belongs to MbPT - between Wadala and Kurla - which had all along posed a bottleneck. From there on the rakes carrying containers will connect the national railway network.

V. S. Kulkarni looking into the traffic woes in MbPT says "After Kurla the tracks will be diverted to join the railway network.

Execution will be done by MMRDA and the Central Railway. MbPT proposes to finance the project and we have asked the Railways to take the matter forward since they are executing the project of laying the tracks. They have been asked to let us know the cost involved. The railways will have to make the arrangement to rehabilitate the affected people. A separate line will be laid between Wadala and Kurla which will serve as a rail corridor for cargo moving in and out of the port. This will bypass all the congested area. by next October as all the work will have got completed."

Containers will also move by road to and from the port. "Another project underway is the elevated road corridor which is nearing completion and runs from Wadibunder in the vicinity of the port all the way to Chembur in the far suburbs. This will be made available to light vehicular traffic besides the port's container traffic. From Chembur the traffic can find easy access to the national highways. Construction of the elevated corridor is being executed by MMRDA and this is due for commissioning before October next. The link road which runs on MbPT land from the city and connecting Wadala which is being also used by city traffic will get preference for container traffic."

These two connectivity projects are expected to meet the demand for the container traffic that will be generated by the container terminal and also cater to the future expansion project envisaged.

New Scientific Survey Ship to Have Kongsberg Survey Suite:

Kongsberg Maritime to supply a sophisticated survey suite to a vessel being built by Meyer Werft for a consortium of German universities.



The contract, an open tender won amongst tough competition, covers all hydro acoustic aspects of the new build survey vessel 'Tiefsee Forschungs Schiff' (TFS), which has been commissioned to replace the old RV 'Sonne', the current vessel being shared by the same group of German universities.

The EM 122 is a field proven and reputable deepwater echo sounder that offers increased performance in the 0.5° x 1° configuration, providing a larger swath width and higher resolution.

In addition to the EM 122 0.5° x 1° multibeam system, the Kongsberg Maritime systems on board TFS include an EM 710 0.5° x 1° system, Seapath position reference system, EA600 Hydrographic single beam echo sounder and EK60 Scientific echo sounder. All systems will be completely integrated in a sophisticated hydroacoustic lab, featuring a state-of-the-art video wall.

Owned by the German Ministry of Research, TFS is being built by Meyer Werft in Papenburg and will be operated by RF

Forschungsschiffahrt GmbH in Bremerhaven. The vessel will be used for multi-discipline research by the universities, which include the University of Bremen/Hamburg, IOW Rostock, BGR Hannover, IFM Geomar Kiel and several others.

System delivery starts in Autumn of 2013 and the final SAT (Sea Acceptance Test) is planned for the end of 2014.

ITF: 2nd Drive to Improve Pay, Conditions

Onboard FOC Vessels: When, national registered vessels like Prathiba Cauvery and Werna of one single Indian Shipping company, widely exposed recently by the media, as unseaworthy vessels playing with the lives of the Indian Seafarers. Does this not make sense?

- Union activists in India and Sri Lanka last week inspected flag of convenience vessels at several ports across South Asia to help drive up seafarers' pay and conditions.

- Riding on the success of the first staggered week of action in October, dockers' and seafarers' unionists in India and Sri Lanka embarked on the campaign from 10-14 December. Ports covered included Chennai, Colombo, Haldia, Kochi, Kolkata and Paradip. Unions also inspected vessels at private terminals in ports owned by multinational companies, such as Maersk, PSA and DPW. Unionists visited 35 vessels and negotiations are ongoing in Korea to sign agreements on four vessels and in India to sign a fleet agreement covering five vessels.

- As part of the action week, unionists expressed their solidarity with port workers in the Maldives represented by the Maldives Port Workers' Union (MPWU) who have reported that their employer has been carrying out union-busting activities, including dismissing several workers and union leaders. Activists in Colombo, for example, made noisy protests on board the Lily and other Maldives-flagged vessels. They handed over a letter addressed to the president of the Maldives, condemning the employers' actions against the MPWU. The Tuticorin Port Mariners' and General Staff Union also delivered a letter to the Coastal Vessel Owners' Association informing them of the MPWU dispute and calling on it to help bring about a resolution.

Iraqis get compensation: The Ministry of Defence continues to pay the price for what the Baha Mousa inquiry termed its "corporate failure" in Iraq, having paid out £8.3m to 162 Iraqi torture victims this year alone. While the figures speak volumes, the payments remain shrouded in secrecy.

This compensation leaves a sour taste: although it is an important measure of redress for victims, it is certainly not justice done. The full truth of what happened is yet to emerge,



and those responsible have not been held to account. There is still no sign that the government is prepared to do the right thing and establish a full independent public inquiry into torture and ill-treatment by members of the British armed forces in Iraq from 2003 to 2008.

This failure is part of a clear pattern. When allegations of abuse are made they are first downplayed - any wrongdoing, we are told, is down to a "few rotten apples" - then, if any investigations do follow, they are carried out within existing military structures. This "trust us, we will deal with it" approach has long since lost credibility; as for rotten apples, the numbers of victims are too large and the patterns of abuse too similar to speak of exceptions.

The government's solution to the large number of allegations of torture and ill-treatment from 2003 to 2008 was to establish the Iraqi Historic Allegations Team (IHAT) and the Iraq Historic Allegations Panel (IHAP). The cases they are meant to investigate are anything but historic, being actively pursued by hundreds of victims.

Looking at the allegations made, it is clear why the need for truth and justice is so pressing. The claims made by Ali Zaki Mousa, one of 140 Iraqis who won a court of appeal battle for a new inquiry, are typical: "The claimant, an Iraqi citizen, was arrested on 16 November 2006 by British soldiers. They beat him severely, slammed him against a wall and forced him into a stress position in which they stood on his knees and back. His 11-month-old son's arm was stamped on and broken, and his father had to urinate on himself ... They hooded and handcuffed [him] ..." More was to follow, including sexual abuse Abu Ghraib style. Over 140 Iraqis alleged similar violations in that case, detailing methods including "mock executions, beating with weapons or fists or feet, punching, slapping, kicking, spitting".

As a matter of human rights law, the UK government must investigate credible allegations of torture promptly, independently and effectively. Investigations must be capable of establishing the facts, identifying the perpetrators and uncovering any systemic causes. Was IHAT fit for this purpose? The answer of the court of appeal, in its judgment in the Ali Zaki Mousa case, was an emphatic no. The close involvement of military personnel that had served in Iraq compromised its independence.

The court sent the government back "to reconsider how the Article 3 obligation [duty to investigate] should now be satisfied". In response, the Royal Military Police was removed from IHAT with the Royal Navy Police carrying out its role instead. However, this was promptly challenged in a judicial review, with claimants arguing that the Royal Navy Police lacked independence because it was involved in interrogations in Iraq.

It is time for a proper inquiry. The Iraqi victims, their families and communities have a right to see justice done. The British public, for its part, needs to learn what British forces did in its name. Ultimately, it is time to come clean and prevent history from repeating itself, from the torture condoned in the suppression of the Mau Mau in Kenya, through Northern Ireland, to Iraq.

8 dead as ship sinks off Colombia coast:

BOGOTA (AFP) - A Colombian cargo ship sank off the country's Pacific coast, leaving eight people dead, the navy said Saturday. Another 14 people were plucked out of the water. The ship

called the Claudia Alejandra ended up adrift Thursday, apparently because of a mechanical breakdown, in stormy waters and ultimately sank. On Friday, the navy rescued the survivors and found three bodies. On Saturday, navy vessels and fishermen found five more bodies. So far this year, the Colombian navy has rescued 331 people and saved 43 ships in the Pacific.

Who is the most influential person in shipping? The Lloyd's List One Hundred Most Influential People in the Shipping Industry is a fascinating barometer of what is driving the industry.

Put together by an expert panel of Lloyd's List journalists and analysts, it is an attempt to expose the movers and shakers, the winners and losers and offer a unique insight into the rapidly shifting dynamics of an industry in flux.

The views expressed are a collective analysis of the industry, taking into account the past 12 months' output of Lloyd's List and Lloyd's List Intelligence staff, but they are necessarily subjective in their stance.

Our expert editorial team has been careful to look as broadly as possible in its assessment, however this year each entry was also judged with the following criteria in mind:

Fleet power

- A look at how much influence the individual has on the water, be it from the owning, chartering, technical or regulatory perspective. This is not just a question of sale and purchase or total deadweight tonnage - it is a question of how much the assets are really worth compared with last year and how much control the individual has over the fleet, either directly or indirectly.

Finance

- Shipping makes the world go round, but it is cash that keeps the shipping industry turning and it is currently an industry of haves and have nots. Fortunes have been made and lost this year and this category assesses who has the cash to keep going, who is providing it and who is making the decisions that directly affect the industry's bottom line.

Notoriety

- This is partly an assessment of political pulling power, partly a question of column inches. Shipping has never just been about the tonnage and the simple truth is that some figures are just more influential than others. Shipping is still a charismatic industry and influence is wielded from the cocktail party circuit as much as it is from the boardroom. Here we consider the bold plays; the head-turning speeches and the individual's ability to command in enough support to pull off a deal or affect the industry through sheer force of personality.

Innovation

- Innovation is not just about new technology or ever bigger ships, it's about new ways of doing business and the ability to find an opportunity amid the risk. Here we look at the individual's ability to influence the industry through improvements, advancements and modernisation.

Success, influence, power are all relative concepts, but the mere exercise of trying to define and analyse candidates offers up

a revealing snapshot of where we are as an industry. Armed guards thwart pirate attack in

Armed guards thwart pirate attack in The Gulf of Oman Ramola Talwar Badam.

The attack occurred 40 nautical miles north east of Muscat and the crew are safe, maritime authorities said.

"There were no injuries or casualties. The pirate skiff was launched from a dhow believed to be under control of pirates," said P Mukundan, the director of the International Maritime Bureau.

"The pirate vessel is still believed to be in the area and poses a threat to shipping. The crew needs to remain vigilant."

The loaded tanker was owned by a Danish company and its last port of call was Al Jubail port in Saudi Arabia.

The Nato and IMB monitoring centres reported that weapons and ladders were spotted on the skiff that retreated after warning shots were fired by the team on board the tanker.

U.S., Canadian Coast Guards: Operation Coal Shovel:

The U.S. and Canadian Coast Guards have commenced Operation Coal Shovel, seasonal domestic ice breaking operations in the southern part of Lake Huron, Lake St. Clair, the St. Clair and Detroit River systems, Lake Erie and Lake Ontario, starting Thursday, Jan. 3.



The U.S. and Canadian Coast Guard icebreakers work together to prevent ice jams in these vital economic waterways as conditions worsen throughout the winter.

Ice jams can create a disruption to the flow of maritime commerce, so the icebreakers work diligently to flush ice down the river to facilitate transportation of vital winter cargoes. U.S. and Canadian crewmembers coordinate, conduct and track maintenance, provide vessel assistance and conduct flushing operations to minimize the potential for residential flooding. The mission of Operation Coal Shovel is to quickly reopen the Great Lakes maritime transportation system for the movement of commercial vessels that may become beset in the ice.

Mild temperatures last winter precluded the need for icebreaking assets in the lower lakes and the Coast Guard did not conduct Operation Coal Shovel.

As the 2013 Operation Coal Shovel begins, Coast Guard Sector

Detroit and the Canadian Coast Guard will continue to monitor and identify declining waterway conditions and potential hazardous ice conditions. Sector Detroit provides command and control for Operation Coal Shovel and may close or open the waterways as ice conditions dictate. Sector Detroit also considers the protection of the marine environment and waterways, aids to navigation, the need for cross channel traffic (e.g. ferries), the availability of icebreakers, and the safety of the island residents who use naturally formed ice bridges for transportation to and from the mainland when making closure decisions.

Lack of Committed Charters Cause of MOL's Losses: In his New Year message, Mitsui O.S.K. Lines President Muto predicts loss in 2013 of same magnitude as last year, suggests new business model.

Excerpts from Mr. Muto's message follow:

"The marine transport industry has faced a challenging external environment mainly due to economic slowdowns in Europe, the U.S. and China, the yen's appreciation, and high bunker fuel prices. This has certainly been a factor behind MOL's losses. However, we must also take a hard look at reality and ask ourselves why MOL has fallen into this predicament.

The biggest reason is that MOL's free tonnages, namely tonnages with no committed contracts, have been operating at a large loss as a result of an unprecedented decline in dry bulker and tanker freight rates. While dry bulkers' deliveries in 2012 surpassed the record-high level of the previous year, the seaborne trade volume of resources and energy grew at a slower pace due to slowing Chinese economic growth. This has widened the supply-demand gap for vessels, causing freight rates to remain at historically low levels over an extended period. Consequently, MOL's free tonnages, which had generated large earnings when freight rates were buoyant, recorded losses that have significantly eroded the stable earnings accumulated through steady sales efforts in the past. As a result, the company as a whole fell into the red.

Starting from around the second half of 2013, we are projecting firm seaborne trade volume centered on emerging countries, while the supply of new vessels is expected to decline. We believe that freight rates will start to recover in step with an improving supply-demand gap for vessels. However, Chinese shipyards and other players have significantly expanded their scale of operation in recent years. If they continue to build new vessels at a rapid pace going forward to keep running their business, this shipbuilding could weigh heavily on the recovery of freight rates. To ensure that we restore profitability based on a stressed scenario where the business environment remains extremely challenging in 2013, we must shift to a business structure that is not reliant on a recovery in freight rates.

Future Measures?

First we must reduce the market exposure of free tonnages, which is the driving factor behind our losses. Generally speaking, market downturns are a time for procuring competitive free tonnages. However, to reduce the risk of a decline in earnings due to market swings at the present time, we must work to reduce our market exposure by winning as much cargo as possible, while gauging the right timing.

Furthermore, we must enhance MOL's resilience to market fluctuations by reducing its exposure to the risk of changes in

market conditions. To this end, we must do everything we can to reduce the number of free tonnages in cooperation with our business partners. Measures will include the scrapping, sale, and redelivery of vessels as well as delaying delivery of new vessels."

Mr. Muto concluded in some detail, with an explanation of these, and other measures to be taken by the company in order to return it to profitability.

BP Order 13 New Tankships: BP Plc confirms an order for 13 of the vessels, 2012's largest tankship shipbuilding order.

According to information obtained by Bloomberg the order, placed with Changwon, South Korea's STX Offshore & Shipbuilding Company, includes three Suezmax ships, each able to hold 1 million barrels of crude, and 10 smaller Aframax.

BP Shipping Ltd., based in Sunbury-on-Thames, England, manages a fleet of more than 50 vessels that carry crude, oil products and liquefied natural gas.

Tide Turns for US Boating Industry: Recreational boating industry reports ten percent increase in new power boat sales in 2012: first sign of healthy growth since recession.

According to the National Marine Manufacturers Association (NMMA) early projections indicate the industry will see additional increases in 2013 by as much as 5-10 percent, with the caveat that this level of growth in 2013 will depend on a number of factors including continued improvement in economic conditions that impact recreational boating—namely consumer confidence and the housing market—and sustained increases in Americans' participation in outdoor recreation.

"Improving economic conditions and what seems to be a resurgence in Americans' love for the outdoors, helped fuel steady growth in new power boat sales in 2012," notes Thom Dammrich, president of NMMA. "A ten percent boost at retail in 2012 is significant as this is the first time since the recession we saw healthy growth across the powerboat market, which will create momentum in 2013."

Another factor, and new trend, that's contributing to new boat sales is the creation of innovative, more versatile and accessible boats that appeal to a variety of interests and budgets and fall within the 15-26 foot range.

It's these smaller boats, those less than 27 feet, which make up 96 percent of the 12.4 million registered boats in the U.S. and are leading the industry out of the recession. Boats that fall into this category include aluminum all-purpose boats and pontoons, fiberglass bowriders, fish and ski boats, and jet boats.

"One of the most significant trends we're seeing in boat manufacturing is the versatile boat—one that can pull tubers or wakeboarders, can be used for fishing outings, relaxing with family or entertaining friends," said Dammrich. "After a decade of decline, Americans are participating in outdoor recreation in growing numbers, and as they look for ways to spend time outdoors, boat manufacturers are taking cue, producing innovative boats that offer an all-encompassing entry to the boating lifestyle at a variety of price points."

National Marine Manufacturers Association (NMMA) is the leading association representing the recreational boating industry in North America. NMMA member companies produce

more than 80 percent of the boats, engines, trailers, accessories and gear used by boaters and anglers throughout the U.S. and Canada.

Thousand Ships Stuck in East China Sea

Ice: Unusually thick sea ice on Laizhou Bay in east China's Shandong Province strands coastal ships.

Zheng Dong, chief meteorologist at the Yantai Marine Environment Monitoring Center under the State Oceanic Administration informs that the ice this year is the worst the area has experienced in three years, and the expanding ice field has expanded to 291 square km and is expected to grow, according to Xinhua.

Local aquafarmers are concerned that the ice is thicker than in years past, which may lead to heavy losses, as they are unable to penetrate the ice to provide adequate ventilation for sea cucumbers and other aquatic organisms.

Coastal police warn that the ice may cause damage to vessels passing through deeper sea areas near the Bohai and Yellow seas.

Source: Xinhua: Official Chinese News Agency.

Scientists Link Climate Change and Gray Snapper: Models Project Northward Distribution Shifts Using Temperature, Estuarine Habitats as Key Factors.

NOAA scientists continue to develop and improve the approaches used to understand the effect of climate change on marine fisheries along the U.S. east coast. Their latest study projects that one common coastal species found in the southeast U.S., gray snapper, will shift northwards in response to warming coastal waters.

In a study published online December 20 in the journal PLOS ONE, researchers from the Northeast Fisheries Science Center (NEFSC) and the University of North Florida developed projections of gray snapper distribution under several climate change scenarios. Gray snapper (*Lutjanus griseus*) is an important fishery species along the southeast U.S. coast.

Associated with tropical reefs, mangroves and estuaries, gray snapper is found from Florida through the Gulf of Mexico and along the coast of Brazil. Juvenile gray snapper have been reported as far north as Massachusetts, but adults are rarely found north of Florida, leading researchers to look at estuarine habitats as a key piece of the puzzle.

"Temperature is a major factor shaping the distribution of marine species given its influence on biological processes," said Jon Hare, lead author of the new study and director of the NEFSC's Narragansett Laboratory in R.I. "Many fish species are expected to shift poleward or northward as a result of climate change, but we don't fully understand the mechanics of how temperature interacts with a species life history, especially differences between juvenile and adult stages."

Hare and NOAA colleague Mark Wuenschel, a fishery biologist at the Center's Woods Hole Laboratory, worked with Matt Kimball of the University of North Florida to project the range limits of gray snapper, also known as mangrove snapper, using coupled thermal tolerance-climate change models. Kimball also works at the Guana-Tolomato-Matanzas National Estuarine Research Reserve in Florida.

Gray snapper was chosen for this study given previous temperature and physiological studies by all three authors, providing a foundation upon which to build. Hare and colleagues believe their approach applies more broadly to other fishery species that use estuarine areas during their life history. Those include a large number of commercially and recreationally important species such as summer flounder, black sea bass, weakfish and pink shrimp.

Unlike earlier studies on climate change and its impact on species like Atlantic croaker, Hare and colleagues developed a model based on a specific hypothesis that is supported by laboratory experiments and field observations. Their new study is based on laboratory research that determined the lower thermal limit, the temperature at which a fish can no longer survive. This limit is expressed as cumulative degree days below 17°C (about 63°F). The team then equated these limits to estuarine water temperatures. Prior research has shown that estuarine temperatures are closely related to air temperatures, so the team then linked the thermal limits to air temperature. Projections of coastwide air temperature were then extracted from global climate models and used to project changes in the distribution of thermal limits for juvenile gray snapper.

The researchers made climate projections for winter water and temperatures for 12 estuaries from Biscayne Bay in south Florida to northern New Jersey. Data collected in previous studies from the Guana-Tolomato-Matanzas National Estuarine Research Reserve near Jacksonville, Florida, along with temperature data from the Jacques Cousteau National Estuarine Research Reserves in New Jersey, provided valuable background information.

The results indicate that gray snapper distribution will spread northward along the coast into the future. The magnitude of this spread is dependent on the magnitude of climate change: more CO₂ emissions resulted in greater northward spread.

The uncertainty in the study's projections was also examined by the researchers, who looked at multiple global climate models and the uncertainty in each model's estimates of lower thermal limit. Surprisingly, biological uncertainty was the largest factor, supporting calls for more research to understand and characterize the biological effects of climate change on marine fisheries.

This latest study by Hare, Wuenschel, and Kimball joins a growing number of studies that predict climate change is going to affect marine fish distribution and abundance, creating challenges for scientists, managers, and fishers in the future.

"Further, this work supports the conclusion that along the U.S. east coast, some species will be positively affected by climate change while other species will be negatively affected," Hare said. "There will be winners and losers."

"In the past we have assumed that ecosystems were variable but not changing. Now we understand that they are both variable and changing," said Hare. "That complicates the big picture since each species and each ecosystem is different."

"The challenge facing scientists, managers, and fishers alike is identifying the potential effects of climate change and developing a response that will increase the long-term sustainability of resources," Hare said.

Two Major Firms Join Sustainable Shipping Alliance:

Major paint & coatings company AkzoNobel & Taiwan's U-Ming Marine Transport Corp's 44 ships join the Sustainable Shipping Initiative (SSI).

The SSI is facilitated by global sustainability non-profit Forum for the Future in conjunction with NGO World Wildlife Fund. The cross-industry group represents ship owners and charterers, shipbuilders, engineers and service providers, banking, insurance, and classification societies. The newest members, AkzoNobel and U-Ming, join more than 18 global companies already involved, including key industry players such as Maersk Line, Lloyd's Register, Cargill, DNV, Unilever and Wärtsilä. It is the first time the shipping industry has joined forces on such a cooperative global scale to tackle big sustainability issues.

The ultimate goal is to show that collaborative action is possible, and to mobilise support across the industry, demonstrating that shipping can contribute to – and thrive in – a sustainable future.

Andre Veneman, AkzoNobel corporate sustainability director said: "AkzoNobel works together with stakeholders to develop improved products and business concepts. Our membership of the Sustainable Shipping Initiative supports our vision of working in partnership with other supply chain experts to apply sustainability thinking through the full value chain. Together we can make a real difference to our industry for the future."

C. K. Ong, President of U-Ming said: "Forum for the Future has been a pioneering supporter of the shipping industry in setting up the Sustainable Shipping Initiative. As one of the world's major shipping lines we felt it was critical to take part in sharing ideas and knowledge for the future and to encourage widespread adoption of new thinking to solve mutual problems."

Overseen by Forum for the Future, four initial SSI workstreams run by member companies are currently underway looking at tackling issues including energy technologies, financing sustainable ship building, reviewing ship materials and sustainability ratings and standards. The workstreams will run over the next twelve months and the results will be announced at an international press conference in September 2013.

A False Sense of Security: Avoidance of the so-called "Fiscal Cliff," the delay of the Port Strike (Part Deux) and a little more water in the Mississippi River at yearend are all welcome developments. These are temporary band aids, however.

The perfect storm, conveniently scheduled for the end of 2012 didn't happen. An 11th hour compromise in Washington seemingly has headed the mandatory spending cuts off at the proverbial pass. The USACE released (a little) water into the Mississippi River, staving off at least for now the effective closure of the Mississippi River. And, a 30-day extension on the longshore labor contract which involves ports stretching from Maine to Texas gives shippers, vessel operators the port authorities some welcome breathing room. I'm not resting easier on any of this news. Neither should you.

Budget Battle: not over yet ... Notwithstanding yesterday's nice little bump for the broader markets, the bigger budget battle looms just ahead. Everything will be on the table and that means shared pain by all. Will it impact defense and homeland security spending and recapitalization? Probably. And, when it comes to those two line items, there are few more

expensive than ships and anything connected with the water. Bottom line? Spending will continue in the shipyards; the level to which previous commitments will be met is very much an unanswered question. And that means U.S. boatbuilders – especially those heavily leveraged in government work – will have to continue to hedge their bets, trying to sustain their boom period with foreign sales and/or increased commercial work.

All Stop on the Mississippi River? On the Mississippi River, the crisis still looms large. And, while AWO and the Waterways Council, Inc. have jointly done an excellent job of sounding the alarm and pushing the Administration to release more water to stave off an almost certain closure of the river to navigation, action from inside the Beltway has been slow, ineffective and, at the end of the day, simply stupid. Just yesterday, the AWO and WCI were forecasting the effective closure of the Mississippi River to navigation to occur – if nothing else was done – between January 5th and the 15th. A national TV news broadcast even had the crisis on their evening telecast yesterday; albeit about seven items into the edition. Maybe when the river shuts down, it will be the lead item.

Port Strike Averted? Not so fast ... Separately, and like the U.S. Congress itself, all the ILA and the US Maritime Alliance did last week was kick the can down the road just a little further. When they agreed Friday to extend the current Master Contract for an additional 30 days, it postponed the strike that was to occur on December 30th. But, not before the US Maritime alliance, representing employers of the East and Gulf Coast longshore industry, predictably made concessions. And, in order to prevent the strike from occurring at the end of the month, they'll likely have to make a lot more. And that means the member companies consisting of 24 container carriers and every major marine terminal operator and port association on the East and Gulf Coasts will once again get hit hard in the pocketbook at a time when they can least afford it. A relatively short work stoppage on the West Coast in 2012 did much damage to the supply chain.

Waiting Game: By the end of January, we will know the ultimate, cumulative effect of all three of these variables on the greater maritime industry. With any luck, we can weather the storm and see a continued rebound, especially in the brown water side of the equation in the United States. In the meantime, the end of January – like the end of December – will bring some interesting developments. Stay tuned. – **MarPro**

AWO Applauds Passage of Coast Guard

Bill: Maritime Workers Applaud Congressional Passage, Presidential Signature of Coast Guard Bill.

On behalf of the American Waterways Operators (AWO) and its 350 member companies, AWO President & CEO Tom Allegretti thanked bipartisan leaders in Congress for passing and President Obama for signing the Coast Guard and Maritime Transportation Act into law late last month.

The bill contained several AWO-supported provisions, including legislation that simplifies the process for mariners and other transportation workers to apply for and activate their Transportation Worker Identification Credentials (TWIC). The TWIC language streamlines the current cumbersome, bureaucratic regulatory process under which workers must make two trips to a TWIC enrollment center to pick up and then activate their TWIC card.

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