



## Seaman on Bulk Freight Vessel Shot to Death by Pirates

### Outrage at Senseless Murder as Cry Goes Up Against European Court Ruling

SINGAPORE - VIETNAM - FRANCE - SOMALIA - WORLDWIDE - There is a tangible sense of disgust this week as details of another crewman murdered aboard his ship by pirates comes out. Despite falling numbers of incidents, particularly in the Indian Ocean, other areas of the world are still witnessing regular attacks and on December 7 the bulk freight vessel the M/T VP Asphalt 2 laden with 2,300 tonnes of bitumen, was attacked by pirates who boarded the ship.



The tanker was bound for Go Dau, Vietnam having loaded in Singapore and all sixteen Vietnamese crew were overpowered and tied up whilst the seven robbers searched the ship, examining the cargo then turning their attention to personal valuables and possessions of the crew. Only after they had disembarked and the crew freed themselves was 3rd Engineer Tran Duc Dat discovered in his cabin shot through the head. Despite medical advice given over the radio by the Vietnam Maritime Search and Rescue Coordination Centre (VMRCC), and evacuation to hospital after the Singapore Air Force sent a helicopter to take the wounded ashore, he expired just an hour after arrival at the medical facility.

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- Editor: "Marine Waves"

### OUR LEGAL ADVISORS

## Surana & Surana — International Attorneys



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

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The incident has outraged the Maritime Piracy Humanitarian Response Programme (MPHRP) whose welfare responder Capt. Viet Anh made contact with the ship owners and the family of the seafarers involved. The company have made arrangements for the family members to visit the hospital in Singapore. Roy Paul, MPHRP Programme Director said:

"Again a seafarer's life has been unnecessarily taken by brutal criminals and this has caused a great deal of devastation to the seafarer's family and his colleagues in the maritime industry. MPHRP will do whatever it can to support those affected and hopes that the authorities will bring the criminals to justice. The attack on M/T VP Asphalt 2 was close to the position where M/V Sunrise [689] was attacked recently on 2 October 2014 and this needs very intense investigation and a rapid response now they have taken another innocent seafarers life."

Meanwhile the decision of a European Court last week to award thousands of euro's to Somali pirates who attacked French shipping has engendered a similar response from MPHRP when the guilty men claimed they had been subjected to unreasonable delays after capture before they had been brought before a judge to determine their status, a claim which was upheld by the Court. Roy Paul again:

"This decision would be unbelievable if it wasn't made by the European Court of Human Rights. The claim that this constituted a 'violation of their rights to freedom and security,' is an insult to the seafarers and yachtsmen they attacked as surely this is the true violation of the seafarers' rights to freedom and security. These Pirates, in my opinion, gave up any of their rights when they set sail to attack innocent seafarers who were simply doing their essential work.

"I hope that the States in the European Union will look very seriously at this judgement and get it reversed as it is an insult to all in the maritime industry especially as the judgement was made just before a Vietnamese seafarer was murdered by pirates in an attack on board his vessel."

Chirag Barhi, MPHRP South Asia Regional Director, who survived 8 months at the hands of pirates in 2010 and has met many of the survivors who have suffered various forms of torture and had their rights to freedom and security violated, commented:

"I am sure all those Seafarers, their families, relatives, friends and many in the maritime industry who ever had suffered due to this piracy menace?, will surely feel very annoyed to hear this judgement. The seafarers held by pirates such as the ones caught by France have been held up to four years and no court has ever awarded them anything for their 'moral damages'."

### Checklists make our lives organized!

When on ship an efficient watch and maintenance depends a lot on the level of organizing skills a maritime professional has.

Hard work is never enough while working at the sea. You have to be smart and efficient in order to avoid any kind

of breakdown. And with a number of machines and systems present on board, it is always difficult to memorize each and every step of endless procedures and routine checks. This is when checklists and reports come handy. We at Marine Insight firmly believe that the safety of an individual working on a ship should have the highest priority no matter what may come.

Our experience says that nothing can go wrong on ship if a step-by-step methodology of working is adapted. A systematic approach to work can only be followed when necessary instructions are presented to the crew members in some written form. This is a fool proof way to avoid any kind of errors while working on ships. Keeping this mind, we have made a compilation of important checklists and reports that are used on board ships. The list comprises of information that would benefit both deck and engine officers.

Best thing would be to take a print out and carry it along with you while working on ships. We hope that our endeavour not only helps in making your life easier but also lot safer. Work Smarter, Sail Safer!

### 10 Things Seafarers Must Remember Before Signing Off from Ship

The day of the sign off from the ship is probably the most joyous, adrenaline fueled, hectic as well as emotional for each and every sailor. The days leading up to sign off consists of sleepless nights, relentless packing and a constant state of euphoria! After all, only a seaman can understand what it is to be going home after a long and tedious stint at sea.

However, in the process, seafarers tend to ignore the essential things that are imperative to the signing off. Documents, money and other such aspects become secondary in the rush to get home. Not to forget, the hectic workload at the port of sign off until one's reliever is onboard makes that day all the more intense.

Thus, in order to ensure that the seafarers enjoy the sign off process without jeopardizing what is essential, a few important points must not be forgotten:

**1. Passport and CDC:** The two most important documents for any seafarer - passport and CDC, ought to be checked thoroughly when receiving from the master. Checking their physical conditions (for any damage) is necessary to avoid any complications at the airport. The stamp indicating the sea service must be checked in the CDC. A seaman must never forget that without these two booklets, it is impossible to conduct any personal or professional work pertaining to one's sea career.

**2. Other Important Documents:** Other documents that have been handed over to the master at the time of joining, such as the yellow fever vaccination certificate, STCW certificates etc. must be checked for and received. As is with the Passport and the CDC, these documents also form the pillar of a seafarer's essential paperwork, and therefore must be tended to.

The travel tickets must be checked for accuracy. Check the

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## *From the Editor's Desk*



**"IMAGE OF THE JUDICIARY "**  
**Known as the face of Justice**  
**IS DETERIORATING, ON ACCOUNT OF**  
**not looking back seriously, to the quality of service rendered,**  
**WHILE GOING UN-MONITORED, IN REALITY TO THE PEOPLE**  
**AS**  
**"PUBLIC SERVICES"**

*Common aggrieved people, reflects the Image of the Judiciary, as the face of Justice, in the country.*

*Dear Reader,*

*Life is full of happiness and sorrow. All of us yearn for happiness. But not everybody is lucky. Sorrow comes in varied shades and hues. We are all numbed by the deaths of the schoolchildren in Peshawar. Then there are personal tragedies - the loss of a loved one, even the inevitable parting of ways between people who love each other... I can go on. But one of the greatest sorrows of life is for a mother having to tend to her son who is lying in a seemingly endless coma. Sooraj Singh, the person lying in coma the past two years in Kochi (Kerala), was my colleague when I worked at The Times of India in Chennai. He sat diagonally across the narrow aisle that separated us and often I would hear him burst into peals of laughter. I sometimes wondered how he managed to do that in the midst of laying out the 'national' pages. And then I realised it was probably the copy that had set him off. He rarely sent me copy to edit but when he did he would always tell me there was no hurry. Sashi Nair, Director & Editor, Press Institute of India - Research Institute for Newspaper Development, (Publishers of Vidura/ Grassroots/ RIND Survey), RIND Premises, Second Main Road, Taramani CPT Campus, Chennai 600 113, India, e-mail editorpiirind@gmail.com, Website: www.pressinstitute.in, received an email a few days ago from Karthika, another former colleague at TOI, saying she had just discovered Sooraj's plight while surfing online, thanks to a story written by Sooraj's mother, Devi, I was shocked. You can read the piece at: <http://www.sify.com/news/a-mother-s-cry-a-speeding-car-crashed-into-my-life-imagegallery-features-ocdr1bbaacb.html>. A few of us have decided to help Devi financially. She is a cancer survivor. When I spoke to her, I sensed a strong mother full of hope. Devi has opened a bank account for Sooraj, details of which are: Account No. 0417053000005475, South Indian Bank, Tochi Branch, Vyttila, Kochi - 19. The IFSC code is SIBL0000417. Thanking you in anticipation: , Sashi Nair, Director & Editor, Press Institute of India - Research Institute for Newspaper Development, (Publishers of Vidura/ Grassroots/ RIND Survey), RIND Premises, Second Main Road, Taramani CPT Campus, Chennai 600 113, India, E-Mail: editorpiirind@gmail.com, Website: www.pressinstitute.in,*

*Management and Staff of "Marine Waves", call upon the learned and enlightened colleagues of the legal fraternity, " WITH NATIONAL INTEREST" to uphold integrity by An INTEGRITY FORUM for the staff of the Judicial Service to discuss 'Critical aspect of the Administration of Justice' with an object in mind to rebuilding the Institution and to address pertinent issues that would lead to good, quality justice delivery for citizens access the Courts. The Theme: 'Integrity' the key to effective Justice Delivery, is to ensure that the faith people have imposed on " Judges and Magistrates " are upheld. Such FORUM need to be held for Court Officials, who work with Judges and Magistrates and those who find themselves*

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*in the Registries and the Court Rooms. When the talk about integrity, in the 'Judicial Service Delivery' is being mentioned the undoubted implication is that the integrity of the various categories of Court Officials are critical and absolutely essential to the kind of justice Indians obtain from the Courts. Engagements with Court Officials to draw their attention to the importance of Integrity, in their daily lives of activities as Justice Institution in the country. As there is the need to worry as CORRUPTION appears to pervade the corridors of national lives, as the survey has revealed that more than half of the judges and the magistrates are one of the most corrupt officials in the country. This perception of the people is very serious as it hurts the entire image of the Institution and the members of the bench. It is the responsibility of all in the country to therefore to work to salvage the Institutions image. Judicial corruption is the worst form of corruption since the unreliability of the JUDICIARY undermines the Rule of Law, Peace and Stability and sustainable National Development. Any learned and like-minded citizen would agree that the Judicial Service, is the lead and key Institution for fighting corruption, crimes of every kind, impunity, restoring lost rights and liberties and it is a grave disappointment to the sacred institution, that should provide solace, comfort and hope to the citizens of India.*

*" People when rush to the courts for redressal some court officials rather heap untold hardships on them without mercy by extorting monies from those unfortunate people to worsen their plight.*

*" Public are currently demanding social responsibility from the State Officials in whose hands they entrust Public Office, adding that these petitions that are brought before Management on daily basis are indicting mainly court-staff, which do not speak well of the Institution.*

*" Ex-servicemen have challenged all relevant officials as a wake-up call, and taken the matter to H.C. to confront their shortcomings and find constructive ways of making the necessary amends to restore public confidence in the judicial service.*

*" Appeal to the public to report to officials who make unjustifiable demands on them or threaten their peace and safety in the law courts.*

*" Corruption is a huge storm that has sufficient power to destroy the country if much attention is not paid to it.*

*" Focus of the theme is on personal character which encompasses truthfulness and honesty since this is about what people expects of the Judicial Service.*

*" Integrity influences and promote peace stability and trust in any society there by creating an enabling environment for fruitful conduct of business for development.*

*" Those who serve in the courts without integrity would attract criminals as their friends and urged them to say no to corruption and serve the nation with integrity.*

*" Also urge the officials to have integrity as their hallmark for all their service delivery, adding that if the act of corruption and perceptions are not checked it would have a long lasting legacy for future generations.*

**Dr. Chandran Peechulli**, Ph.D ; D.Sc., F I E (India), F.I.I.P.E., M.S.E.I., Pg.DTED, Pg.DIMS(UK), MSNAME(US), LLB., PgDLL., (L.L.M.). Fellow-Institution of Engineers (India), Indian Institution of Plant Engineers & Ex. Vice Chairman TN Chapter, Life Member & Ex. Executive Member- Indian Institute of Standards Engineer T N Chapter, Indian Institute of Occupational Health, Managing Editor & Publisher - "Marine Waves" International Maritime Newsletter. Corporate -Member, Chennai Press Club. Ex. Chief Engineer (Marine) & General Manager (Tech), Consultant - CeeCee Industrial & Marine Management Consultants. E-mail: chandranpeechulli@gmail.com, chandran.peechulli@yahoo.com, M107-5 & 12, No.29th Cross Street, Besant Nagar, Chennai-600090. +91-44-42018982. Mobile: 9444983905. www.themarinewaves.com, www.seafarersvoice.com

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travel itinerary, including boarding, departure and arrival timings, seating details and all aspects of the travel. Tally your name on the ticket with that on your passport and double check if it is spelt exactly like it shows on your passport. Ensure that you write down your company's agent's number for any questions/help. Any paperwork with regard to your exit visa and immigration process must be checked very thoroughly. Remember that you're signing off in an alien country wherein you must have all your documents in order to prevent any scope of unnecessary interrogation.

**3. Sea Service Letters:** This aspect is very important from one's career point of view. Sea service letter and testimonial spanning your time of service for the ongoing contract should be taken from the Master. Check the letter for the appropriate signatures and stamps wherever required. Check if the dates, COC number and statement of conduct and sobriety are duly filled and accurate. In the haste during sign off, a lot of people forget to check such details; hence it is best to get this sorted out one day prior to the sign off.

**4. Cash:** Everyone wants to get their hands on the most important thing in while signing off- money! Any balance that is due/cash advance that has been asked for must be counted and received (along with the slip). Needless to say, a little money is always handy at the airport to buy all those things from the duty Free and spend a little of those hard earned dollars on some good food! Cross checking with the pay slip must be done to ensure that all transactions are clear and any duly payable amount has been cleared.

**5. Official Packages:** At times, the master may hand over a package to be delivered to the company. In that case, personal judgment must be applied. If taken, it becomes your responsibility to hand it over unscathed and in proper condition. In that case, make sure the package that you take is checked for any tampering in order that you're not blamed afterwards for unseemly wear and tear. Onboard, it becomes very clear on a day-to-day basis as to how important responsibility is when delegated to.

**6. Unofficial Packages:** Often, a crew member may ask you to deliver a package or an envelope to their family and/or friends. Again, personal discretion is of utmost importance here with regard to trustworthiness. Explain to the person (politely, of course) that there's always a chance that one could get interrogated for carrying something that doesn't belong to them. So keeping that in mind, (if you still feel obligated to deliver it) open it and check the contents thoroughly. This does not mean disrespecting the person by reading his personal letter but what it does mean is going through the contents in general looking out for any contraband and other illegal substances.

Related reading : 10 Professional Mistakes Seafarers Must Not Make Onboard Ships

**7. Travel Preparation:** To ensure that you don't have to flip through all your papers in case any authority (airport, customs etc.) asks for a certain document, keep everything handy and ready in your hand baggage. Keep photocopies of all your documents because you never know when the necessity to have a copy arises.

Keep all your documents in your hand baggage; this is a common practice among all seafarers because there have been instances (very less probability) that the main luggage has been lost in transit. It might be paranoid thinking, but in case your certificates are in your main luggage and it gets lost, you'll know how much of a pain (and how time consuming) it'll get to obtain the originals all over again. Better safe than sorry!

Check your baggage weight onboard itself. The galley department has a weighing scale almost always, so make sure that your baggage does not exceed the permissible amount (its generally 40 kilos for foreign travel, with the maximum on one bag capped at 23 kilos). However, every airline has its own policy, so remember to ask the agent for the permissible baggage limit.

**8. Know the Local Laws:** In all like-ability, a seafarer signs off at a country he is not a citizen of. In that case, know the local laws and customs and respect them. For example, Singaporean authorities are very strict with respect to pirated CDs (Your immigration document generally contains a warning against the carriage of these objects). Ensure that you do are not carrying any of them.

Some nations have a limit on the amount of cash you can carry. Once again, ask the agent for any such information that may of importance to your repatriation.

### 9. Handing Over Report

All the above points have been aimed at safeguarding one's own interest. This point is to emphasize on the need to ensure that your reliever is not left in the dark with respect to his duties.

Prepare the Handing Over Notes well in advance. For obvious reasons, there will be no time for last moment explanations to the reliever regarding his responsibilities and duties. So, prepare a comprehensive and informative document to facilitate a smooth transition and to cancel out any unnecessary confusion. It is a very important responsibility of every officer to make the on signer feel at ease with his duties. Acting selfish and engrossed in the sign off process is obvious, but not at the cost of jeopardizing the safety of the ship and its personnel. Take time out and let the on signer clear any looming doubts that may exist regarding the ship or his duties. Take him around and show him what lockers he is in charge of, point out the maintenance that needs to be carried out and acquaint him with the ways of the master and the other personnel onboard.

### 10. Handing Over Your Cabin

You have lived in the cabin the way you've wanted to. And there is no doubt that it was a comfortable little abode of your own; your very own place of Zen after a day's hard work. So why not leave it like that for the next person. Although it is the of the Steward to arrange the cabins up to a mark, there is not much an effort required to clear out the trash a day before signing off, arranging the bed a little, and maintaining a general sense of order in the cabin. Also, make sure you have checked the cabin thoroughly to avoid forgetting any belongings.

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This aspect is not really important to any duty or responsibility. However, it is indeed important to the perception of the on signer of you. A clean cabin that is being handed over automatically calls for a little respect which makes the transition all the more easier. It doesn't really require much effort to clean up one's living space for the next person and in return it makes the other person a lot better. A dump of a room, however, gives out a bad vibe to a person that is about to spend the next few months of his life in that little area.

To conclude, the day of the sign off is the happiest day in a seafarer's life and it should be kept that way. As long all your identifications, documentations and other things are in order, you can be assured that your sign off will be free of any worry. So adhere to common process and rejoice in the anticipation of reuniting with your friends and family. After all, you deserve to be back home and enjoy your hard EARBED MONEY in the things and with the people that you love.

### **Amendments to the Merchant Shipping (Second Amendment) Bill, 2013**

The Union Cabinet chaired by the Prime Minister, Shri Narendra Modi today approved the proposal of the Ministry of Shipping for introducing official amendments to the Merchant Shipping (Second Amendment) Bill, 2013. The amendments incorporate the recommendations of the

department-related Parliamentary Standing Committee, and for ratification of the Maritime Labour Convention 2006 of the International Labour Organization (ILO) after enactment of the Bill. There are no financial implications.

By ratifying the Maritime Labour Convention 2006, around 1.25 lakh serving Indian national seafarers may stand to benefit from its conducive provisions.

Ships will need to comply with the Convention through holding a Maritime Labour Certificate. Indian flag merchant vessels of 500 gross tonnage or more and engaged in international voyages will be issued a Maritime Labour Certificate after an inspection of the ship concerned. This will enable them to receive preferential treatment and exemption from inspection, for this purpose, at foreign ports. Besides, India will be able to ensure that all foreign flag vessels entering Indian territorial waters or maritime areas over which India has jurisdiction are subject to an inspection under the Maritime Labour Convention 2006 and ensure that rights of all seafarers (regardless of their nationality) are protected.

The Maritime Labour Convention seeks to provide for safe and secure workplace on a ship, fair terms of employment, decent working and living conditions on ship and rights to health protection, medical care and other social protection in line with the provisions of the International Labour Organization Maritime Labour Convention, 2006 (No. 186).

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

### **10 Things Deck Officer Must Know While Operating Main Engine from Bridge - Part-1:**

The Heart and soul of a vessel is its main engine - the sole means available and responsible for movement of vessel from one point to another, allowing it to counteract the effect of current, wind, tide and several other external factors.

As stated in COLREGS 1972 regarding the use of engines and STCW 2010 guidelines for Bridge watchkeeping, duty officers need to be fully aware and conversant with various bridge control systems and use of main engine. This know-how is essential in order to deal with emergency or critical manoeuvre wherein a thorough understanding of various alarms and indicators is required.

Below mentioned are a few basic points and cautions which deck officers must consider during operating a main engine and while going through Navigation

**1. Bridge Familiarisation:** Check Communication Systems: The first and the foremost important thing before using main engine is the communication between the Bridge and the Engine Control Room or the local manoeuvring platform. The fixed communication system, hand powered telephones, talk back system, walkie talkies if used should be checked and ensured in good working order at all times. Communication forms the basic and primary ingredient for starting and further operating main engine smoothly from any designated location.

**2. Clear The Propeller:** Before trying out or operating main engine it must be ensured that the propeller is clear of any nets, fishing lines, ropes, trawls or any other

unwanted objects. Often while vessel is stopped, lying at anchor, berthed alongside a pier, jetty or berth or moored at single point mooring there are tug ropes in water or fishing nets or broken lines floating, which might get entangled in the propeller fins and damage it. Hence it's important that such things are cleared before rotating the propeller.

**3. Make sure Engines are tried from ECR before taking over:** It is very important to ensure that the propulsion plant is in good condition so that no trouble is faced when the engine is running during manoeuvring. This can be better done by engineers who can assess the clear picture if the engine is tried for ahead and astern from ECR before transferring the controls to the bridge.

**4. Test The Telegraph Transmitter:** Before actually operating the Main Engine, the telegraph transmitter from the bridge is being tried out with the engine control room and its operation confirmed at both locations for starting, stopping, reversing and speed setting provided. All the indicators and PUSH BUTTON SWITCHES, all lamps and buzzers on the main engine telegraph panel must be tried out on every occasion before commencing manoeuvring or starting the main engine.

**5. Transfer the Controls and Check Indicator Lamp:** The controls for operating the main engine must be provided or transferred through the command switch on the bridge telegraph panel. While changing over the control position to bridge from control station, operate the telegraph transmitter so that the indicator lamp of handle match position lights up. A navigating officer must be aware of the

emergency starting interlock if the emergency shutdown is in non-operating condition.

**6. Put Telegraph Transmitter Into Operational Position in Harbour Passage:** During harbour passage for operating the speed control of Main Engine, telegraph transmitter can be put into optional position. The main engine speed corresponding with that position is set due to governor control. The position of telegraph transmitter is set into centre of each instruction SLOT; however engine speed can be changed by putting it into every other position.

**7. Control acceleration of Main Engine gradually when Telegraph put into NAV FULL:** When the telegraph transmitter is put into NAV FULL position, which is at the starting position of load program, the acceleration of main engine is then controlled gradually and not instantly as per the moved position of the telegraph transmitter. Indicator lamp of LOAD PROGRAM lights up during this command. For reducing the speed of Main engine, the telegraph transmitter is moved more than from starting position of load program for reducing from NAV FULL.

**8. Use PROGRAM BYPASS For Instant Reduction Or Acceleration:** In case where situation demands instant reduction or acceleration of Main Engine from NAV FULL, a PROGRAM BYPASS switch is provided. Upon being pressed it will by-pass the LOAD PROGRAM for reducing or increasing the revolutions and would thus bring the main engine speed instantly to the desired position set by the Telegraph Transmitter. By pushing again the PROGRAM BYPASS switch the normal operation can be restored.

**9. Know Manual Emergency Shutdown Procedure:** Manual Emergency shutdown of a main engine is provided generally at following locations e.g. Bridge, Engine Control room and the Engine side. Manual emergency shutdown can be operated from any of the positions regardless of the control position for operating the Main Engine.

**10. Automatic Emergency Shutdown Operates Irrespective Of Control Position:** Automatic Emergency Shutdown is provided for safety in case of Overspeed and few other parameters exceeding permissible limits for a preset period of time. Once Automatic Emergency Shutdown is activated, the alarm of EMERGENCY SHUTDOWN is given and the indicator lamp flickers on the Main Engine operating panel. Automatic Emergency Shutdown too operates irrespective of the control position.

These are some of the most important points which deck officers must consider while operating the main engine from bridge.

**Private Security Drones to enhance Effectiveness of Counter-Piracy Operations:** We've talked about privately-funded drones for maritime eco-activism and humanitarian operations, so it's not surprising to see another naval mission where unmanned air vehicles have bled into the private sector. Now, at least one private security company has offered UAV services as an anti-piracy solution.

Commercial shipping companies embraced private security as a means for protecting their ships after piracy in the

Indian Ocean expanded significantly in the late 2000's, putting crews at risk and costing shippers billions in dollars in increased insurance premiums.

Incidents of Somali piracy have been virtually non-existent since 2012, primarily due to the hardening of commercial shipping targets by embarked security teams. Other counter-measures, such as fire hoses, razor wire, and hardened crew citadels were too easily defeated by pirates, but to date, no ship with an armed security team has been successfully hijacked. UAVs make a lot of sense to enhance the effectiveness of these teams.

According to Advanced Tactics and Countermeasures Global, "acting as a forward scout and transmitting a live video feed of possible threats, the ATAC

UAV simultaneously video documents each step from the identification to even the escalation of force, if necessary." ATAC's video depicts a quadcopter launching from a container ship, which would work in conjunction with their designated marksmen onboard the ships to deter and neutralize a pirate attack.

The ability of the UAV to get much closer to suspicious skiffs will also help security teams to reduce liability and mistaken identification of fishermen as pirates.

If deployed, these private sector UAVs will join the ranks of the increasing number of naval drones flying anti-piracy patrols in the Indian ocean. The Italian Air Force's 32nd Wing flies the MQ-1 Predator out of Djibouti for EUNavFor. Among other navies operating ship-board UAVs against Somali piracy, Dutch and American ships have flown ScanEagle and the Spaniards the Skeldar. U.S. ships have also deployed the Fire Scout against pirates.

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### 2. Other Important Documents

Other documents that have been handed over to the master at the time of joining, such as the yellow fever vaccination certificate, STCW certificates etc. must be checked for and received. As is with the Passport and the CDC, these documents also form the pillar of a seafarer's essential paperwork, and therefore must be tended to.

The travel tickets must be checked for accuracy. Check the travel itinerary, including boarding, departure and arrival timings, seating details and all aspects of the travel. Tally your name on the ticket with that on your passport and double check if it is spelt exactly like it shows on your passport. Ensure that you write down your company's agent's number for any questions/help. Any paperwork with regard to your exit visa and immigration process must be checked very thoroughly. Remember that you're signing off in an alien country wherein you must have all your documents in order to prevent any scope of unnecessary interrogation.

**3. Sea Service Letters:** This aspect is very important from one's career point of view. Sea service letter and testimonial spanning your time of service for the ongoing contract should be taken from the Master. Check the letter for the appropriate signatures and stamps wherever required. Check if the dates, COC number and statement of conduct and

sobriety are duly filled and accurate. In the haste during sign off, a lot of people forget to check such details; hence it is best to get this sorted out one day prior to the sign off.

**4. Cash:** Everyone wants to get their hands on the most important thing in while signing off- money! Any balance that is due/cash advance that has been asked for must be counted and received (along with the slip). Needless to say, a little money is always handy at the airport to buy all those things from the duty Free and spend a little of those hard earned dollars on some good food! Cross checking with the pay slip must be done to ensure that all transactions are clear and any duly payable amount has been cleared.

**5. Official Packages:** At times, the master may hand over a package to be delivered to the company. In that case, personal judgment must be applied. If taken, it becomes your responsibility to hand it over unscathed and in proper condition. In that case, make sure the package that you take is checked for any tampering in order that you're not blamed afterwards for unseemly wear and tear. Onboard, it becomes very clear on a day-to-day basis as to how important responsibility is when delegated to.

**6. Unofficial Packages:** Often, a crew member may ask you to deliver a package or an envelope to their family and/or friends. Again, personal discretion is of utmost importance here with regard to trustworthiness. Explain to the person (politely, of course) that there's always a chance that one could get interrogated for carrying something that doesn't belong to them. So keeping that in mind, (if you still feel obligated to deliver it) open it and check the contents thoroughly. This does not mean disrespecting the person by reading his personal letter but what it does mean is going through the contents in general looking out for any contraband and other illegal substances.

### 7. Travel Preparation

To ensure that you don't have to flip through all your papers in case any authority (airport, customs etc.) asks for a certain document, keep everything handy and ready in your hand baggage. Keep photocopies of all your documents because you never know when the necessity to have a copy arises.

Keep all your documents in your hand baggage; this is a common practice among all seafarers because there have been instances (very less probability) that the main luggage has been lost in transit. It might be paranoid thinking, but in case your certificates are in your main luggage and it gets lost, you'll know how much of a pain (and how time consuming) it'll get to obtain the originals all over again. Better safe than sorry!

Check your baggage weight onboard itself. The galley department has a weighing scale almost always, so make sure that your baggage does not exceed the permissible amount (its generally 40 kilos for foreign travel, with the maximum on one bag capped at 23 kilos). However, every airline has its own policy, so remember to ask the agent for the permissible baggage limit.

### 8. Know the Local Laws

In all like-ability, a seafarer signs off at a country he is not

a citizen of. In that case, know the local laws and customs and respect them. For example, Singaporean authorities are very strict with respect to pirated CDs (Your immigration document generally contains a warning against the carriage of these objects). Ensure that you do not carry any of them.

Some nations have a limit on the amount of cash you can carry. Once again, ask the agent for any such information that may be of importance to your repatriation.

**9. Handing Over Report:** All the above points have been aimed at safeguarding one's own interest. This point is to emphasize on the need to ensure that your reliever is not left in the dark with respect to his duties.

Prepare the Handing Over Notes well in advance. For obvious reasons, there will be no time for last moment explanations to the reliever regarding his responsibilities and duties. So, prepare a comprehensive and informative document to facilitate a smooth transition and to cancel out any unnecessary confusion. It is a very important responsibility of every officer to make the on signer feel at ease with his duties. Acting selfish and engrossed in the sign off process is obvious, but not at the cost of jeopardizing the safety of the ship and its personnel. Take time out and let the on signer clear any looming doubts

that may exist regarding the ship or his duties. Take him around and show him what lockers he is in charge of, point out the maintenance that needs to be carried out and acquaint him with the ways of the master and the other personnel onboard.

**10. Handing Over Your Cabin:** You have lived in the cabin the way you've wanted to. And there is no doubt that it was a comfortable little abode of your own; your very own place of Zen after a day's hard work. So why not leave it like that for the next person. Although it is the of the Steward to arrange the cabins up to a mark, there is not much an effort required to clear out the trash a day before signing off, arranging the bed a little, and maintaining a general sense of order in the cabin. Also, make sure you have checked the cabin thoroughly to avoid forgetting any belongings.

This aspect is not really important to any duty or responsibility. However, it is indeed important to the perception of the on signer of you. A clean cabin that is being handed over automatically calls for a little respect which makes the transition all the more easier. It doesn't really require much effort to clean up one's living space for the next person and in return it makes the other person a lot better. A dump of a room, however, gives out a bad vibe to a person that is about to spend the next few months of his life in that little area.

To conclude, the day of the sign off is the happiest day in a seafarer's life and it should be kept that way. As long as all your identifications, documentations and other things are in order, you can be assured that your sign off will be free of any worry. So adhere to common process and rejoice in the anticipation of reuniting with your friends and family. After all, you deserve to be back home and enjoy your hard EARNED MONEY in the things and with the people that you love.

## 21 Websites to Find Maritime Jobs Online:

The shipping industry, as a career is a peculiar one, absolutely different from the conventional ones. The number of marine career opportunities provided by the industry is massive. However, the best part is that if you are a maritime professional and seeking a new job, then you never know which country your next job will take you to.

Moreover, if you are a seafarer working on ships or in the offshore industry, you would continuously prowl, looking for better companies, salary, and working conditions. Well, those might also be the reasons to look for a new job in every field, for a mariner they contribute a little "extra" towards deciding a new maritime job opportunity. (Ask a mariner and you would know the answer!)

Online maritime jobs search has reached its all new high with several quality websites and social networking hubs coming-up in the recent years. If you are maritime professional looking for a new job, there are several maritime jobs websites online that feature latest job opportunities in the marine industry.

Mentioned here in are our top 23 maritime jobs websites, which will help you to find maritime jobs and scale new heights in your maritime career.

Happy job hunting!

### Top Websites for Looking for Maritime Jobs:

**1) Maritime Connector** - One of the most famous maritime jobs websites to hunt for job opportunities. Lists jobs on a variety of sectors from the shipping industry. Important website for finding jobs on ships.

2) Job 2 Sea - One of the fastest growing maritime jobs website online, Job 2 Sea offers job listings on a number of categories, along with latest jobs which are updated on a regular basis. Several ship jobs listed.

3) Ship Talk Jobs - Ship talk jobs is a website which features maritime jobs opportunities from both shipping and offshore industry.

4) Find a Mariner - As the name suggests, the job search website features jobs from both shipping and offshore industry. The website also has a strong presence on various social networking websites.

5) Vacanseas - A website with a unique name and an easy to use search feature. Definitely worth registering.

6) Job Ships - Provides job opportunities mainly from the Asian subcontinent. Has a variety of companies listed with jobs updated regularly. Features a variety of ship jobs.

7) Maritime Jobs 4 You - A dedicated Maritime Industry job portal which even features dredging, towing, offshore, and shore based jobs.

8) Vcrew - One of the active maritime job portals online; provides jobs listing for a variety of shipping ranks and fields. Important for finding ship jobs.

9) Seafarer Jobs - A maritime job website mainly for the Asian Seafarers.

- 10) Sea job - Yet another website which features maritime jobs focused on Asian subcontinent.
- 11) Fast Stream Recruitment Group - Fast stream recruitment is a renowned name in the marine industry. The website features a variety of maritime jobs opportunities from shipping and maritime industry.
- 12) Marine-jobs- Lists maritime jobs from areas in and around U.K. Offers an extensive job listing categories.
- 13) Jobs at Sea - Provides global maritime job listing on engine, deck, hospitality, and technical areas.
- 14) Job on Yachts - An active maritime job portal dedicated for the yachting industry. Has regular updates.
- 15) Oil Careers - Lists both offshore and shipping jobs. One of the most active websites online for maritime jobs.
- 16) Water Crew - Provides maritime job listing over a variety of ranks and fields.
- 17) All Cruise Jobs - Focuses mainly on jobs from the cruising industry, this website is frequently updated with maritime jobs.
- 18) Cruise Careers - Lists cruise ship jobs from the Asian countries. Not many jobs listed, but worth giving it a try.
- 19) Maritime Career - Offers job listing options for ship jobs and a variety of maritime fields. However, not a very active website.
- 20) Sea Job Hunt - A fairly new jobsite that is gradually picking up. A number of ship jobs are listed.
- 21) Maritime Employment - Provides job listing of offshore, seagoing, and shore-side jobs. The portal is not dedicated to a specific region, but features jobs from around the world. The salient feature of the portal is that it's free for both employers and job seekers.

### **How to become a SIRE Vetting Inspector?**

Every maritime professional at some point in their career thinks of doing something else apart from sailing. If you are a seafarer, you know what we are talking about. You also know that settling with an onshore job after years of sailing is easily said than done. However, fear of uncertainties shouldn't be a reason for your to give up on your dreams of taking up something new. Several maritime professionals have successfully quit sea life and settled onshore.

There are several opportunities in the maritime industry apart from sailing if you have the right certification and experience. Some of these jobs are quite similar to that of sailing but requires lesser number of days at sea. One such job is that of SIRE Vetting Inspector.

If you have worked on tanker ships or are remotely associated with them, then you would know about the highly challenging ship inspections known as SIRE Inspections. These inspections are normally conducted by an inspector called the SIRE Vetting Inspector.

Just like the jobs of surveyors and superintendent, the profile of a SIRE Vetting Inspector is also a highly rewarding. No

doubt it involves traveling and can turn out to be highly stressful, but the career is surely a respectable and lucrative one.

### **What is SIRE?**

SIRE stands for Ship Inspection Report Program, which was introduced by the OCIMF ( Oil Companies International Marine Forum) in 1993 as a safety initiative to address concerns about sub-standard shipping. The SIRE Program is a unique Tanker Risk Assessment tool which is of great value to Charterers, Ship Operators, Terminal Operators and Government bodies concerned with ship safety. It consists of a large pool of up-to-date information about Tankers and Barges.

### **What do SIRE Vetting Inspectors Do?**

SIRE vetting inspectors are required to report on vessels or operational deficiencies, to detail both positive and negative comments on the vessel's operation.

They then make reports with the found deficiencies (rating them from High to Low risks) and give it to the vessel master at the end of every inspection.

Vessels with "High risks" cannot be used until all observations have been closed out.

### **What is OCIMF?**

The mission of OCIMF ( Oil Companies International Marine Forum) is to be the foremost authority to ensure safe and environmentally responsible operation of Oil Tankers, Terminals and Offshore Support Vessels, promoting continuous improvement in standards of design and operation.

### **Ship Inspector Training and Accreditation Procedures**

SIRE Inspectors are mainly divided into 3 categories. They are as follows:

Category 1: Oil, Chemical and Gas Carriers plus vessels listed under Category 2 and 3.

Category2: Small Oil Tankers of less than 5000 tons dwt and Chemical Tankers and Gas Carriers of less than 500 Tons Gross Tonnage plus vessels listed under Category 3.

Category 3: Barges together with Tugs that are associated with movement of barges, and also vessels that are used for carriage of packaged cargoes.

### **Guidelines/ Requirements For Becoming a Successful SIRE Vetting Inspector**

All prospective Inspectors must, in first instance, apply to be an OCIMF member to undertake a necessary training leading to an examination and accreditation. Only OCIMF members are eligible to nominate an applicant for accreditation. Once an applicant is approved, OCIMF will arrange for the applicant to attend an approved SIRE Inspector Training Course and sit for the examination at an OCIMF designated examination centre.

It is to note that employees of vessel operators are not eligible to attain SIRE Inspector Accreditation.

**Category 1 Inspectors:** Must hold or have held a valid Master's/Chief Engineer's License from recognized Flag State for vessel's of 3000 GT/ 3000 KW or more. Must have at least 5 years actual sea service aboard tankers of which not less than 2 years must have been senior officer on board a tanker and shall hold or have held Certificate of Advanced Training appropriate to the type of Vessel to be inspected or proof of satisfactory training under STCW Convention/ Code, with a valid OCIMF Ship Inspector Training and Accreditation program.

**Category 2 Inspectors:** Must hold or have held a valid Master's/Chief Engineer's License from recognized Flag State for vessel's between 500 and 3000 GT/750 and 3000 KW Propulsion Power.

The work experience and other certification remains same as listed above for Category 1 Inspectors.

**Category 3 Inspectors:** Must hold or have held Certificate of Competency as Master or Officer In charge of navigation watch of ships less than 500 Gross tonnage issued by recognized Flag State Or

Certificate of Competency as Second Engineer issued by recognized Flag State Or Nationally recognized Barge Master's License Or Nationally recognized Barge Chief Engineer's License Or Extensive day-to-day experience in Barge Operations or Barge Terminal Management

Must have served at least 2 years on the type of vessel to be inspected or have undergone suitable training to inspect Category 3 Vessels with Certificate of Advanced Training appropriate to the type of Vessel to be Inspected, Or a certificate issued by Local Authority of Equivalent standard.

The training of all these Inspectors is carried out in UK with SIRE Courses and Examinations. The applicants are exposed to various topics of International and Industry Structures, IMO, Vetting, OCIMF, SIRE, Accessing the SIRE website and Downloading Reports, The conduct of an Inspection and use of VIQ/ROVIQ and its questions and explanation of the features and use of SIRE VIQ software. Additional training is carried out for those Inspectors willing to inspect Chemical/Gas carriers.

All applicants are required to pass a written General Examination at the end of training Course and undertake on-board training in form of accompanied inspections and finally, successfully undertake an on-board Audit in presence of SIRE Accredited Auditing Inspector.

### **Knowledge and Capability of above listed Inspectors:**

SIRE Inspectors must be able to demonstrate familiarity and knowledge of International Guidelines, Codes and Conventions with various

Regulations, Procedures and Standards appropriate to the type of vessel being inspected (SOLAS, ISM, ISGOTT, STCW, ICS, OCIMF).

They should be proficient in English and be physically fit to carry out the Inspection of Vessel. The inspector should also be warm and behave ethically and co-operate with the Ship Staff. This post is highly demanding and needs planning

at a very early stage in ones career. It also involves a lots of hard work and dedication.

People sailing on Tankers (Oil/Gas/Chemical) or those who wants to become SIRE Vetting Inspector must start building contacts in the industry and keep healthy relationship with these inspectors who visit their vessel at the time of Inspection. You can also take their details and get in touch with them if required as many of them are more than happy to help.

### **Shell's Lawsuit to Prevent Environmental Groups from Challenging its Oil Drilling plans in the Arctic Rejected:**

The U.S. Court of Appeals for the Ninth Circuit rejected Shell Gulf of Mexico Inc. and Shell Offshore Inc. lawsuit that attempted to prevent environmental groups from challenging its oil drilling plans in the Arctic. The appeals court dismissed the case on the grounds that it violated the U.S. Constitution.

Shell's suit against NRDC and other groups asked the court to preemptively validate the federal Bureau of Environmental Safety and Enforcement's approval of the company's Arctic oil spill plans against any future legal challenge. However, the court held that Shell does not have legal standing to block legal complaints against the plan, in part because it is not a federal agency. Any lawsuit challenging the plan would have to be filed against the agency, and not against Shell.

Following is a statement from Chuck Clusen, NRDC Director of National Parks and Alaska Projects:

"Shell was attempting to quash dissent and circumvent due process. It didn't work - our legal system prevailed.

As multiple accidents have already shown, Shell's drilling plans in the Arctic are severely flawed. Shell is not equipped to handle offshore drilling in some of the world's most treacherous waters, and we'll continue to do all we can to stop them from endangering the precious wildlife and local fishing economies that they're putting at risk."

### **Background:**

The court rejected Shell's "novel litigation strategy, whereby the beneficiary of agency action seeks to confirm its lawfulness by suing those who it believes are likely to challenge it." The court held that it would be "odd" to adjudicate the validity of the oil spill plans without the federal agency present, because the

judgment would not be binding on the agency, and the agency would not have a chance to give its own justifications for its actions. Shell's "practical interest"

in the validity of the spill plans did not give the company the legal right to sue NRDC and other citizen groups to preempt hypothetical future lawsuits against the federal agency.

The introduction to the court's opinion states:

"The Beaufort and Chukchi Seas lie on Alaska's Arctic coast. This area contains a bountiful ecosystem that supports a wide array of life, but it is also rich in natural resources, specifically, oil and gas. Shell Gulf of Mexico, Inc. and Shell Offshore, Inc. (collectively Shell) have invested heavily in

the exploration and development of oil and gas resources in the Beaufort and Chukchi Seas.

"To carry out its operations, Shell sought and obtained approval from the Bureau of Safety and Environmental Enforcement (the Bureau) of two oil spill response plans required by the Oil Pollution Act. Shortly after obtaining approval, Shell filed a lawsuit under the Declaratory Judgment Act against several environmental organizations, seeking a declaration that the Bureau's approval did not violate the Administrative Procedures Act (APA). Shell claimed that it needed a swift determination of the legality of the approval so it could conduct exploratory drilling without worrying that the environmental groups would seek to overturn the Bureau's approval of the spill response plans.

"Shell's lawsuit represents a novel litigation strategy, whereby the beneficiary of agency action seeks to confirm its lawfulness by suing those who it believes are likely to challenge it. We must decide whether this strategy runs afoul of Article III's case or controversy requirement. We hold that it does. Shell does not have legal interests adverse to the Bureau under the APA, and it may not file suit solely to determine who would prevail in a hypothetical suit between the environmental groups and the Bureau. Consequently, we lack jurisdiction."

## Checklists make our lives organized!

When on ship an efficient watch and maintenance depends a lot on the level of organizing skills a maritime professional has.

Hard work is never enough while working at the sea. You have to be smart and efficient in order to avoid any kind of breakdown. And with a number of machines and systems present on board, it is always difficult to memorize each and every step of endless procedures and routine checks. This is when checklists and reports come handy. We at Marine Insight firmly believe that the safety of an individual working on a ship should have the highest priority no matter what may come.

Our experience says that nothing can go wrong on ship if a step-by-step methodology of working is adapted. A systematic approach to work can only be followed when necessary instructions are presented to the crew members in some written form. This is a fool proof way to avoid any kind of errors while working on ships. Keeping this mind, we have made a compilation of important checklists and reports that are used on board ships. The list comprises of information that would benefit both deck and engine officers.

Best thing would be to take a print out and carry it along with you while working on ships. We hope that our endeavour not only helps in making your life easier but also lot safer. Work Smarter, Sail Safer!

**Containerships with 24000 TEU Possible But Ship Size Approaching Limits:** DNV GL's latest Container Ship Forum and Bulk Carrier Forum looked at a broad spectrum of topics including environmental regulations, trends in ship design as well as the new DNV GL rule set. Some 150 representatives from the container and bulk industry met with DNV GL experts at the forums

in Hamburg to hear the presentations and participate in informal discussions.

As economy of scale is reducing transportation costs per box, the demand for ever bigger vessels is continuing. Business director Jost Bergmann said that in the near future it would be possible to build ultra-large containerships with a capacity of 24,000 TEU. Based on a current 19,000 TEU vessel design, these ships could be one hold longer, two rows wider, and one hold tier higher.

Due to stability factors and steel thickness requirements, it is easier to increase the beam than to increase the length. But besides coping with higher acceleration and gravitational forces, ultra-large wide-beam vessels would also be constrained by port and seaways limitations, such as crane outreach and drafts. In the Suez Canal, for example, restrictions for the ship's cross-sectional area are leading to a permissible draft of only 15 meter for a 65 meter beam.

This may be an acceptable design draft, Bergmann explained, but the scantling draft would be higher. Further height constraints could apply due to bridges in ports such as Hong Kong, Hamburg or Osaka. "We are slowly approaching limits in ship size development," Bergmann therefore concluded.

Marcus Ihms, DNV GL's ship type expert for container vessels, explained the advantages of Route Specific Container Stowage (RSCS). This new approach to determining accelerations on containers enables shipowners and operators to increase their vessel's performance by better accounting for a ship's individual characteristics and considering individual trade patterns, including weather conditions en route. "RSCS is not just a trend, it has become an industry standard," Ihms said. "The respective notation has been available since May 2013 and we have already approved lashing computers and stowage plans for 411 ships," he added. DNV GL expects this number to almost double by the end of 2015. Ihms also explained the advantages of StowLash, a free of charge tailor-made calculation tool for the verification of container securing on deck and in hold. StowLash also considers external lashing and twistlock clearance.

The pressures of the new regulation for Sulphur Emission Control Areas (SECAs) are already being felt - they come into force on the 1st of January 2015.

Jörg Lampe, senior project engineer risk & safety and systems engineering at DNV GL, provided an overview of the rules set by the International Maritime Organisation. At the moment switching from heavy fuel oil (HFO) to marine gas oil (MGO) is the most feasible option to achieve compliance. As this procedure poses several challenges, DNV GL developed a Fuel Change-Over Calculator that can help customers determine the optimal lead time for switching to MGO. The tool takes fuel specification, consumption of machinery, fuel system layout and temperature change constraints into account. It increases both safety and efficiency during the change-over procedure.

Wolf Rehder of Veritas Petroleum Services gave an overview of new low sulphur fuel products that have recently entered the market. They are approximately 20 to 50 USD cheaper

than MGO and claim to be compliant with the new sulphur limitations in SECAs. However, shipowners and operators still need to take issues such as microbiological contamination, flash points and lubricity into account when using low sulphur products.

Another pressing regulatory issue is ballast water management (BWM). "Due to ballast water shipping is the most important source of marine invasive species which currently create approximately seven billion Euros of losses to the global economy each year," said Ralf Plump, ship emissions and environmental R&D expert at DNV GL. He gave an update about the current legal framework on IMO level, outlined the special circumstances in US waters, which are caused by US Coast Guard regulations, and talked about the potential changes that may occur in the future. The IMO Ballast Water Management Convention has been signed by 43 countries. That adds up to about 32,54% of the world's fleet - the target is 35%. Important global players such as Panama, Greece or China are still holding back, but Italy and Indonesia have informed the IMO that they will sign the convention shortly, which would be enough to reach the target. To date, 53 ballast water management systems have obtained full IMO type approval.

DNV GL's Bulker expert Sönke Pohl emphasized the value of vetting schemes for dry cargo vessels and explained which factors are vital to assessing the quality of a ship. Ship vetting is a risk assessment process carried out by charterers and terminal operators to determine whether a ship is suitable to be chartered. "This can be a very reliable risk management tool, but unlike certification or classification, vetting is a private, voluntary system that operators may opt to use," he said. DNV GL's condition assessment programme (CAP) is already well established within the tanker industry and could also improve risk assessment in the bulker sector. It examines the ballast tanks, cargo holds, machinery and the cargo system in depth - rating the quality of the vessel in a comprehensive, reliable way and calculating its strength.

Finally, Holger Jeffries, program manager class development at DNV GL, spoke about the new rule set that is due to be published in July 2015 and will come into force in January 2016. "It will be a comprehensive rule set that is easy and intuitive to use. Ship type rules summarize requirements specific to ship types and additional class notations are grouped to make them more transparent," he explained. Ship managers are welcomed to interact in technical working groups, participate in hearings and take part in trainings for rules and tools during the implementation process.

**World's Largest Engine Powers The World's Largest Container Ship:** China Shipping Container Lines Co. Ltd. (CSCL) recently ran sea trials from 17-20 October on what is the world's largest container ship. The 19,000-teu newbuilding is also noteworthy for being powered by what is, physically, the largest engine ever constructed - a low-speed MAN B&W 12S90ME-C Mark 9.2 type.

The two-stroke engine is rated at 69,720 kW @ 84 rpm although has been de-rated to 56,800 kW. The new container

vessel was constructed at Hyundai Heavy Industries, Ltd. South Korea.

HHI-EMD, Hyundai's engine-building division, constructed the record-breaking engine, again in Korea. Previously, the largest engine designed by MAN Diesel & Turbo was an MAN B&W 12K98MC7.

About CSCL

CSCL, based in Shanghai, is one of the largest companies involving in container shipping industry in China. It now operates a fleet of 156 vessels, with an aggregate capacity of over 680,000 teu. CSCL ranks among the top seven of the world's container lines. CSCL operates on more than 80 routes, covering all the major world and domestic ports with more than 8 million teu shipped annually.

CSCL's mother company is China Shipping Group (CSG), which owns five specialised shipping fleets of oil tankers, tramps, passenger ships, container vessels and special cargo ships. Prior to this current order for the 19,000-teu vessel, CSG ordered 8 × MAN B&W 10S90ME-C9.2 engines for a series of 10,000-teu container vessels.

## Enforcing the Law: An Economic Approach to Maritime Piracy and its Control

Modern day maritime piracy is a world-wide phenomenon that poses a serious threat to international shipping. An economic approach to the control of maritime piracy is based on the general economic theory of law enforcement that views offenders (pirates) as rational decision makers who would respond to threatened punishments. However, implementation of optimal enforcement policies is impeded by lack of cooperation in the apprehension and prosecution of pirates as a result of free rider problems. In this sense, controlling maritime piracy is subject to similar problems as the prosecution of the global war on terror and the anti-drug war.

### Scope of the Problem

Over 2,600 pirate attacks, actual or attempted, were reported over the period 2004-2011, though there has been some recent decline due to the effort of naval task forces as well as a very large increase in the use of on-board armed guards. Somali pirates principally operate a capture-to-ransom model, with ransoms of up to \$5.5 million per incident being collected. Elsewhere in the world robbery is the main motive for pirate attacks. The overall economic cost of maritime piracy in 2012 was estimated at \$6 billion, down from \$7 billion the year before and as much as \$16 billion a few years earlier. Spending on on-board security equipment and armed guards increased from about \$1 billion to \$2 billion between 2011 and 2012. Other economic costs include additional travel days as a consequence of re-routing of ships; increased insurance costs of as much as \$20,000 per trip; increased charter rates, as longer time at sea reduces the availability of tankers; the cost of faster steaming through pirate-affected seas; and greater inventory financing costs for cargoes that remain longer at sea.

### Efficient Pirate Organizations

Not surprisingly, the efficiency of the pirate organization

contributes to its success, both historically and in modern times. Accordingly, present-day Somali pirates have developed supportive "social" organizations that aid them on land and at sea. For example, pirate leaders often require new recruits to swear allegiance to the organization and its leaders until death. In addition, many Somali pirates are ex-coast guardsmen or ex-militiamen, and share a common background and training. As for motivation, there is a common belief among many pirates and their sympathizers that ransoms are like a tax on foreigners who are overfishing Somali waters. Somali pirates have also developed an effective business model that is based on the profit motive and profit sharing.

There is even a stock exchange where pirates can raise money to purchase tools of the trade, and which also allows non-pirates to share in the proceeds from their business (Bahadur, 2011; Bueger 2013; World Bank 2013).

### **Law and Economics**

An economic approach to the control of maritime piracy is a direct application of the economic analysis of law enforcement, which is a large field of research within the area of "law and economics." The approach relies on two fundamental claims: first, that pirates (or any criminals) behave rationally in the sense that they respond to the threat of sanctions when making their decisions about whether or not to commit an illegal act; and second, that the enforcement authority stands ready to enforce the threatened sanctions by expending resources to apprehend and punish those offenders who violate the law. If either of these assumptions is violated, then threatened punishments will not be an effective deterrent (Becker, 1968; Polinsky and Shavell, 2000).

With regard to the assumption of rationality on the part of criminals, although some crime is no doubt committed by individuals who are irrational or otherwise mentally impaired (permanently or temporarily), there is considerable evidence that domestic offenders do respond to threats of punishment. For example, as the severity or likelihood of punishment is increased, measured crimes rates tend to go down. And since the primary motive of maritime piracy is material gain, whether derived from stolen cargo or ransom, is seems reasonable to believe that pirates are likewise responsive to such threats, provided that they are credible.

### **International Law Enforcement Cooperation**

But this is where the problems arise. Optimal enforcement of domestic laws against crime is a credible threat because there is a single enforcement authority (usually a city or state government) that has both the will and the resources to apprehend offenders. In addition, there exists a highly organized criminal justice system aimed at adjudicating criminal charges and carrying out sanctions against convicted defendants. In contrast, enforcement of laws against piracy, because it usually occurs outside of any single country's jurisdiction, necessitates the cooperation of multiple nations in order to achieve optimal enforcement. As we have detailed elsewhere, there are several reasons why this is not likely to happen (Hallwood 2013; Hallwood & Miceli 2012; Hallwood & Miceli 2013a & b).

First, law enforcement has public good qualities in the sense that actions by any one country to apprehend and punish offenders will benefit all countries whose ships are at risk. Thus, each country has an incentive to "free ride" on the efforts of others. Thus, in the absence of some mechanism (like a treaty) that obliges countries to contribute to the enforcement effort, the level of that enforcement will be too low.

Second, if the costs of prosecuting pirates fall exclusively on the country that apprehends them, then countries will have an additional reason to refrain from enforcement, especially if the offender's acts were not against the apprehending country's vessels. A related problem is that threats to actually impose punishments may lack credibility, either due to the costs of incarceration, or in some cases, sympathy for the pirates' cause or grievance. Indeed, there are many stories of pirate's simply being released after capture.

A final enforcement problem concerns the nature of the sanction to be imposed. If the apprehending country chooses its own sanction, there will be considerable variability in the nature and severity of punishment, as well as in judicial procedures and evidentiary standards. This lack of uniformity in punishment makes it difficult for offenders to predict the consequences of their actions, which mitigates the deterrent effect of threatened sanctions.

### **New Approaches**

The U.N. and some countries recognize the inadequacy of current multi-state enforcement of existing international laws against piracy, which has prompted efforts to improve cooperation. Other observers have proposed enhanced remedies. One is use of the International Criminal Court (ICC) to try pirates.

However, this would likely require modification of its jurisdiction, given that its use is currently limited to war crimes, crimes against humanity, genocide, and aggression. It would not seem to be a large stretch, however, to include maritime piracy in this list.

A second proposal is to apply the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA Convention) to piracy.

Although the Convention was aimed at terrorism, some have argued that several of its provisions could be used to improve anti-piracy efforts. For example, the chief maritime officer for the Baltic and International Maritime Council (BIMCO), a ship-owners association, argued before the U.S. House of Representatives that the SUA Convention can and should be used against piracy, and that it is incorrect to say that it applies only to terrorism. Indeed, the Convention purports to be directed at unlawful acts that are directed "against the safety of maritime navigation,... [and that] jeopardize the safety of persons and property..." Although piracy would seem to fit these criteria, there seems to be no current efforts to pursue this proposal.

### **Why Do Ship's Hull Fail At Midship Region?**

We have had a lot of marine accidents that involved failure of the hull structures. Whether it was a crack in the midship

region, or a total split-off of the hull girder, or failures due to propagation of cracks, the crux of the matter boils down to a handful of causes that are of great concern to ship designers and operators. Mostly, crack propagation takes place due to fatigue, which is not something this article is about. This article gives an insight into the causes that lead to the failure of the hull girder from a longitudinal strength point of view. And before we start, we have to ask ourselves a few questions. Why have ships split-off? Why have many hull structures split-off after grounding? Why are midships highly prone to such failures? Is it because of a design flaw? Or for that matter, a glitch in the operation standards that have not been maintained?

Marine Engineers and ship operators use loading manuals to maintain the distribution of deadweight load on the hull girder. But what if the key to the design of those manuals lies in a deeper context? What if we tried to understand the phenomenon from a ship designer's point of view? When ships are designed, a Naval Architect takes into consideration each and every factor that might affect the structural response of the hull girder with respect to the required loading conditions. In order to see the inner picture, we need to look at it from designer's point of view.

When the hull girder of a ship is designed, the designers analyse the structure as a beam. But this beam is different from those that are used by civil engineers, in as much as ships are structures that are subjected to unpredictably variable loads. Look at it this way- the buoyancy on the hull is never predictable given the fact that sea surface being characterised by waves, the buoyancy on the ship is always varying periodically along the ship's length.

Also, ships are not always in the same cargo loading conditions. Where they may ply one voyage in a fully loaded condition, in the return voyage the ship may not have cargo but be induced to ballast loading condition. So we design the ship structure keeping in mind the uncertainty of the loads, and what helps in quantifying the response is a theory that has been widely used- Euler's Beam Bending Theory.

This great theory has been used by structural engineers in analysing the bending aspects of beams. Naval Architects have adopted this theory, but in a slightly different way. Unlike civil structures, a ship structure (which will be referred to as hull girder from now on) is always supported by an "elastic foundation" (sea surface). The direction of buoyancy on the girder is upwards, and its longitudinal distribution depends upon the longitudinal distribution of the ship's underwater volume. Which means, there is more buoyancy at the midship region than the fore and aft ends. This leads us to a buoyancy distribution.

There is another factor that contributes to the load on the girder. It is the weight that acts onto the hull girder; the weight comprising of individual weights of hull steel, machinery, outfit, cargo, fuel oil, lube oil, fresh water, ballast, and non-fuel cargo. Depending upon the longitudinal distribution of these weights and their individual magnitudes, we obtain the longitudinal distribution of load on the girder, which is referred to as Weight Curve. It is this load curve that holds utmost importance in the longitudinal strength aspect.

\* Designers obtain the weight curve after developing the General Arrangement Plan of the ship.

\* The load curve is subject to change, depending on the various loading conditions of the ship. For example, in fully loaded condition the load is generally more in the parallel mid body of the ship, i.e the region where most of the cargo is stowed, be it any type of a ship. But in ballast condition where aft and fore ballast tanks are to be filled up, the weight curve changes its shape owing to the increased weight at the aft and fore ends.

\* Your loading manuals are basically a guide to load the ship by the design standards, which are nothing but inferences to these different conditions of weight distributions.

It is from this stage of the analysis that Euler's Beam Bending Theory comes of great use. The theory says, if we plot the magnitude of area under the load curve from the aft end upto a certain point fore of the aft, we obtain the shear force acting on the hull section at that point. A longitudinal plot of this parameter gives us the distribution of the shear force, which is the SF Diagram of the ship at that loading condition. If such an area integration is performed on the SF curve, we obtain the Bending Moment curve of the ship for that loading condition.

This very diagram can answer all the questions that we asked in the beginning. The answers, along with some very important ship structural criteria as discussed below:

\* The shear force on any transverse section of the hull girder is zero at the aft end, fore end and midships. So failure due to shearing is a least concern in these regions.

\* The bending moment is always maximum at the midships. It is due to this effect, that the bending stress always reaches a maxima at the midship region of any ship, irrespective of its loading condition. The magnitudes may vary, but this nature is followed through any loading condition that the ship encounters in its lifetime.

\* Owing to the maximum bending stresses occurring at the midships, designers consider the bending moment of midships as a threshold for design with a certain factor of safety.

\* If in any case of loading, the bending stress at any section of the hull exceeds the bending strength of the material of the hull, it goes for a failure. So why midships? It is because of the maximum bending moment always occurring at midships, that the midship region is prone to exceed the threshold of bending strength of the material in a given condition of improper loading.

\* Grounding has many a times resulted in midship cracks or split offs. Why? Try recalling what happens during grounding. Breaching occurs, resulting in unwanted load distributions along the hull, which result in hogging or sagging, which are nothing but modes of bending of the hull girder. So when you've seen ships split due to grounding, it is the bending moment at the midships that had already exceeded the strength of the hull material, and eventually led to the failure!

As mentioned earlier, the points mentioned in this article is not an exhaustive list of reasons leading to ship hull failure but enumerates causes that lead to the failure of the hull girder from a longitudinal strength point of view.

## **Sailor Killed, Two other injured in apparent Life Boat Accident Off Germany:**

A Bremen Rescue boat attends to injured sailors from the MTM Westport.

One sailor was killed and two others were seriously injured Friday in an apparent lifeboat accident while off the coast of Germany near the Elbe River.

The German Society for Sea Rescue Service reports that its Bremen unit responded Friday morning to a report one man overboard and two seriously injured on board a lifeboat from the Hong Kong-flagged oil and chemical tanker MTM Westport approximately 11 miles southeast of Helgoland, Germany.

Rescue boats arrived on scene to attend to those injured while a search and rescue helicopter from the German navy plucked the man overboard the water.

Tragically, one of the sailors died despite efforts to resuscitate by doctor who was flown to the scene. The two injured were flown to a local hospital for treatment.

The MTM Westport was reportedly at the time of the accident.

Local media reports say that the boat and sailors fell from a height of about 11 meters. It is unclear from the reports if the boat was the enclosed freefall lifeboat or actually the ship's rescue craft/tender.

The incident is under investigation.

## **Australian Mariners stage sit-in aboard Teekay Product Tanker:**

Viva Energy Australia, a joint venture between energy trader Vitol and Royal Dutch Shell says they will be handing the product tanker Tandara Spirit back to Teekay after it finishes its current time charter in January. The ship is scheduled to sail from Melbourne to Singapore.

The company says the Tandara Spirit with an all-Australian crew, has previously been chartered to transport fuel from the Geelong Refinery to Adelaide, however they no longer need a dedicated vessel due to new contracts which have shifted much of the movement of fuel to land-based modes of transport.

"Viva Energy continues to focus on its goal of ensuring the long-term viability of Geelong Refinery. Selling more fuel from Geelong into the Victorian market is good for the refinery," notes Viva in a posted statement.

The crew of the Tandara Spirit are not happy about the decision as it effectively means they will now be out of a job and are refusing to weigh anchor and head to Singapore.

In a report by Heath Aston at Australian newspaper The Age, 18 of the crew aboard the vessel have for the past two weeks staged a sit-in "in a dispute they say goes to the

issues of national fuel security and threats to the marine environment posed by unsafe foreign-flagged vessels increasingly operating in local waters."

Aston notes the Tandara Spirit is one of 5 all-Australian crewed product tankers left and that Viva Energy has already chartered the Vinalines Galaxy, an internationally-crewed vessel, to operate on the same route as the Tandara Spirit.

Viva Energy says they have "very little need to export product to other states. If required, spot charters will be used and Viva Energy must abide by the regulations under the Coastal Trading (Revitalising Australian Shipping) Act 2012."

## **SOLAS Amendments To Make IGF Code Mandatory Approved By Maritime Safety Committee:**

IMO's Maritime Safety Committee (MSC), which met at the Organization's London headquarters for its 94th session, from 17 to 21 November 2014,

approved draft SOLAS amendments to make mandatory the International Code of Safety for Ships using Gases or other Low- flashpoint Fuels (IGF Code); adopted other SOLAS amendments; continued its work on its action plan on passenger ship safety; and approved and adopted a number of items put forward by the sub-committee.

The MSC also adopted the Polar Code and related amendments to the International Convention for the Safety of Life at Sea (SOLAS) to make it mandatory SOLAS amendments to make IGF code mandatory approved.

The MSC approved, in principle, the draft International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), and also approved proposed amendments to make the Code mandatory under SOLAS, with a view to adopting both the IGF Code and SOLAS amendments at the next session, MSC 95, scheduled to meet in June 2015.

Associated draft amendments to the 1978 and 1988 Protocols were also approved.

The IGF Code will provide mandatory provisions for the arrangement, installation, control and monitoring of machinery, equipment and systems using low-flashpoint fuels, focusing initially on liquefied NATURAL GAS (LNG), to minimize the risk to the ship, its crew and the environment, having regard to the nature of the fuels involved.

The Code addresses all areas that need special consideration for the usage of low-flashpoint fuels, based on a goal-based approach, with goals and functional requirements specified for each section forming the basis for the design, construction and operation of ships using this type of fuel.

### **Adoption of SOLAS amendments**

The MSC adopted the following amendments, with an expected entry into force date of 1 July 2016:

\* Amendments to SOLAS chapter VI to require mandatory verification of the gross mass of containers, either by weighing the packed container; or weighing all packages and cargo items, using a certified method approved by the competent authority of the State in which packing of the container was completed;

\* Amendments to add a new SOLAS regulation XI-1/7 on Atmosphere testing instrument for enclosed spaces, to require ships to carry an appropriate portable atmosphere testing instrument or instruments, capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide, prior to entry into enclosed spaces. Consequential amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units (1979, 1989 and 2009 MODU Codes) were also adopted. The MSC also approved a related MSC Circular on Early implementation of SOLAS regulation XI-1/7 on Atmosphere testing instrument for enclosed spaces; and

\* Amendments to update the International Code on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers (2011 ESP Code), including revisions to the minimum requirements for cargo tank testing at renewal survey and addition of a new paragraph on rescue and emergency response equipment in relation to breathing apparatus.

### **E-navigation strategy approved**

The MSC approved the e-navigation Strategy Implementation Plan (SIP), which provides a framework and a road map of tasks that would need to be implemented or conducted in the future to give effect to five prioritized e navigation solutions:

- \* improved, harmonized and user-friendly bridge design;
- \* means for standardized and automated reporting
- \* improved reliability, resilience and integrity of bridge equipment and navigation information;
- \* integration and presentation of available information in graphical displays received via communication equipment; and
- \* improved communication of vessel traffic services (VTS) Service Portfolio (not limited to VTS stations).
- \* A number of tasks have been identified for development and completion during the period 2015 to 2019. The MSC approved Guidelines on Harmonization of test beds reporting, aimed at harmonizing the way the results of testbeds are reported to the Organization.

**Work on passenger ships safety continued:** The MSC continued its ongoing work related to passenger ship safety and updated its long-term action plan on passenger ship safety, following consideration of the outcome of the Sub-Committee on Implementation of IMO Instruments (III) on the casualty report on the Costa Concordia and other proposals received. The updated long-term action plan includes, among others, a new item on the possible extension, to existing passenger ships, of the SOLAS requirement relating to computerized stability support for the master in case of flooding and a new item on watertight doors maintenance.

### **CYBER SECURITY matters considered**

The Committee considered a proposal to develop voluntary guidelines on CYBER SECURITY practices to protect and enhance the resiliency of cyber systems supporting the

operations of ports, vessels, marine facilities and other elements of the maritime TRANSPORTATION SYSTEM and agreed to coordinate its future work on this matter with the Facilitation Committee.

The MSC also agreed that cyber security was an important and timely issue, but that the Organization should not take unilateral action on this matter without consultation with other United Nations bodies and relevant international organizations such as the International Telecommunication Union (ITU). Member

States and observer organizations were invited to consider the issue and submit proposals to the next session of the Committee.

### **Other issues**

In connection with other issues arising from the reports of IMO sub-committees and other bodies, the MSC:

- \* Adopted a number of new and amended ships' routing measures and an amended ship reporting system;
- \* Adopted amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code), to allow an alternative procedure for lifeboat launching and manoeuvring drills;
- \* Adopted an amendment to the recommendation on conditions for the approval of servicing stations for inflatable liferafts (resolution A.761(18)), in relation to checking date-expired items in the contents of packed inflatable liferafts;
- \* Approved, for future adoption, draft amendments to SOLAS regulations II-2/4.5 and II-2/11.6, clarifying the provisions related to the secondary means of venting cargo tanks in order to ensure adequate safety against over- and under-pressure in the event of cargo tank isolation valve being damaged or inadvertently closed, and SOLAS regulation II-2/20, with respect to the AIR QUALITY CONTROL system;
- \* Recognized the BeiDou Navigation Satellite System (BDS), operated by China, as a component of World-Wide Radionavigation System (WWRNS);
- \* Approved an MSC Circular on the IMO/ILO/UNECE Code of Practice for the Packing of Cargo Transport Units (CTU Code), following the approval of the CTU Code by the Inland Transport Committee of UNECE in February 2014, MSC 93 in May 2014 and the Governing Body of ILO in November 2014;
- \* Approved an MSC Circular on Informative Material related to the IMO/ILO/UNECE Code of Practice for the Packing of Cargo Transport Units (CTU Code);
- \* Approved the revised Guide to recovery techniques;
- \* Approved Interim guidance for in-service testing of automatic SPRINKLER SYSTEMS;
- \* Re-established a correspondence group to review and finalize draft Guidance on Development of National Maritime Security Legislation;
- \* Approved the draft Assembly resolution on Revised guidelines for the onboard operational use of shipborne automatic identification systems (AIS), for submission to the

next IMO Assembly for adoption, to update earlier guidelines (first adopted in 2001 and revised in 2003);

\* Approved the revised MSC.1/Circ.1210 on Guidance on Cospas-Sarsat International 406 MHz Beacon Registration Database (IBRD);

\* Decided that the International Maritime Satellite Organization (IMSO) should convene a group of experts to produce a technical and operational assessment of the satellite communications company Iridium as a Global Maritime Distress and Safety System (GMDSS) MOBILE SATELLITE service provider;

\* Approved the MSC MEPC.5 circular on Unified interpretation on keel laying date for fibre-reinforced plastic (FRP) craft;

\* Approved a number of amendments to LRIT-related circulars to improve the functioning and operation of the LRIT system and related procedures; and

\* Reviewed progress made on the implementation of the goal-based ship construction standards for bulk carriers and oil tankers, noting that five audit teams had been established and verification audits on 13 Recognized Organizations had been initiated since July 2014. Further work continued with regards to the development of the draft Interim Guidelines for the Application of the Goal-based Standards Safety Level.

## Approach to IMO rule-making process:

### **INDIAN SEAFARERS GET A TAX BOOST TAX OFFICIALS HAVE AGREED TO REWRITE RULES FOR SEAFARERS WORKING ON INDIAN-FLAG SHIPS TO QUALIFY THEM FOR NON-RESIDENT STATUS**

As Indian ships generally operate in Indian trades and Indian ships call frequently at Indian ports, a large number of Indian crew employed on Indian ships, though trading outside India, face difficulties in complying with the 182-day criteria for getting a non-resident Indian status. After 24 years, Indian tax authorities have finally agreed to rewrite rules for seafarers working on Indian-flag ships to qualify them for non-resident status and end an anomaly that is cited by local fleet-owners as the main reason for an acute shortage of sailors to man their vessels.

Finance minister Arun Jaitley signed off on the new rules in early September. Taxmen are currently engaged in drafting a notification to give effect to the decision. A seafarer serving on Indian ships outside India for a period of 182 days or more in a year is considered to be a non-resident. However, the time spent by a ship in Indian territorial waters is considered as period of service in India, according to tax rules framed in 1990. As Indian ships generally operate in Indian trades and Indian ships call frequently at Indian ports, a large number of Indian crew employed on Indian ships, though trading outside India, face difficulties in complying with the 182-day criteria for getting a non-resident Indian status. For instance, an Indian ship going from India to Singapore passes through various Indian ports on its route such as Nhava Sheva, Kochi, Kandla, etc. Thus, the Indian ship starting its journey from Nhava Sheva in Maharashtra heading for Singapore remains in Indian coastal waters for quite a few days before crossing the coastal boundaries of

India. In this case, the number of days outside India of Indian crew working on such Indian ships gets counted only from the date when the Indian ship crosses the coastal boundaries of India. However, Indian crew serving on foreign ships for 182 days or more are treated as non-resident, irrespective of where the ship trades (including Indian waters). This led to a continuous drift of personnel from Indian ships to foreign flag ships under the lure of higher "take home" pay packets, without having to pay tax in India due to this un-intended differential tax treatment. As a result, Indian flag ships that are by law required to hire only Indian crew, face an acute shortage of experienced manpower, particularly in the officers category. The tax authorities have now decided that the period of stay of seafarers outside India is calculated on the basis of the DATES STAMPED on their passports/ continuous discharge certificates (CDC) when they embark from an Indian port. As a result, the period spent by a ship in Indian coastal waters is also taken into account for computing the non-resident status and the resultant tax concessions, said Abdulgani Y. Serang, general secretary of the National Union of Seafarers of India (NUSI).

This will give a tax boost to some 70,000 seafarers. It is also the second initiative taken by the Narendra Modi government for the benefit of Indian seafarers. In July, the government issued detailed guidelines to implement a so-called Indian-controlled tonnage (shipping capacity) policy announced in the Union budget making it mandatory for fleet-owners to hire Indian crew and provide training SLOTS for cadets on such ships, in line with the requirements of the tonnage tax scheme. Tonnage tax is a levy based on the cargo carrying capacity of ships as compared with the traditional corporate tax.

The tonnage tax scheme was introduced by the Union government from 2004 as a substitute for corporate tax. More than 90% of the global shipping fleet operates on tonnage tax, where the tax burden is just 1-2% of their income, compared with the corporate tax rate of 33.9%. The Indian controlled tonnage scheme frees local fleet-owners from mandatorily registering their ships in India as required by the Merchant Shipping Act of 1958. As a result, shipowners can register their ships acquired henceforth either in India or abroad. Ships that are registered overseas by local fleet-owners will come under the category of Indian controlled tonnage. A minimum of 50% of the crew (officers and general purpose staff combined) engaged on the Indian-controlled vessel as per statutory requirement, or actual deployment, whichever is higher, should be Indian crew holding relevant Indian certificates. The vessel, if operating on the Indian coast, or Indian offshore oil fields, must engage trainee cadets/officers in accordance with the provisions of the tonnage tax scheme, irrespective of whether the fleet-owner avails the benefits of tonnage tax or not. The trainees so engaged would be distributed equally between the navigational and engineering sides. India is aiming to increase the supply of seafarers to 9% of the global workforce from the existing 7%. However, the backlog of cadets waiting for on-board training runs into thousands, making their education incomplete, choking the supply line and putting "almost trained" young Indians in the

unemployed list. This has brought about huge socio-economic upheaval in several families across the country.

**ICS Encourages Strict Sulphur Rules Implementation:** The shipping industry is fully committed to total compliance with the 0.1% sulphur in fuel requirements in Emission Control Areas (ECA) from January 2015, and there is no reason to suggest that there will not be full compliance, says the International Chamber of Shipping (ICS).

But there is "concern amongst those owners who know that they themselves will comply but who may worry about their competitors," ICS Director of Policy & External Relations Simon Bennett said in his speech at the Mediterranean Bunker Fuel Conference in Barcelona today.

"The shipping industry will be investing billions of dollars in order to ensure compliance with this major regulatory change. It therefore seems only fair that governments should implement the rules in a uniform manner as we enter a brave new world in which fuel costs, for some ships, will increase overnight by around 50%," said Bennett.

Bennett suggested that, unlike some of the national authorities in Europe, the United States had made its approach to enforcement relatively clear.

"The real crime in the U.S. is to be caught providing false information to the Federal authorities," said Bennett. "This is a criminal offence, attracting the possibility of multi-million dollar fines. If a ship has been found to supply false information, the US Department of Justice can be expected to throw the book at the operator. The DOJ is always very motivated by the chance to secure relatively easy prosecutions and shipping companies are easy pickings."

Looking forward to the implementation of the global sulphur cap, most likely in 2020, it was still unknown whether significant numbers of ships would make use of options for alternative compliance instead of burning low sulphur fuel, a provision which ICS had fought for during the negotiations at IMO when the MARPOL amendments were adopted.

With respect to port state control and scrubbers, there was still a need for a harmonised approach about the acceptability of 'closed loop' and 'open loop' systems, and the extent to which overboard discharges would be subject to inspection.

When it comes to sulphur-free LNG, while some new ships were being fitted with dual fuel systems, Bennett suggested that for most existing vessels the engineering involved would probably be too costly to encourage retrofitting. The other major unknown was the extent to which the current lack of LNG infrastructure will be addressed before 2020. Apart from uncertainty about the comparative costs of LNG and distillate, there were also uncertainties about the future of the US shale gas revolution.

In the medium term, there was also the possibility of alternative fuels such as methanol, which for some ships might produce a clean and economically viable alternative. There were genuine concerns about safety, although if handled correctly these were arguably little different to the

risks surrounding LNG, and trials using such alternatives should therefore be permitted, ICS says.

It had also been suggested that the availability of distillate could be immediately increased by lowering the minimum permitted flashpoint from 60 degrees, which is the requirement under the IMO SOLAS Convention, to something comparable to conventional diesel. Bennett stressed that "this is highly controversial because of the danger of fuel coming into contact with hot surfaces in ship's engine rooms, with the potential for catastrophic explosions and loss of life. However, the question of the higher flashpoint required by SOLAS is now being looked at again by IMO."

Because of legitimate concerns about safety, simply lowering the flashpoint of diesel on existing ships, in the belief that it will lower the price, may well prove a step too far for the regulators.

"But there is a school of thought that says that a future generation of ships, with appropriately trained crews, could be constructed or operated in a manner such that use of low flashpoint diesel would be safe, just in the same way that LNG has proven to be a safe and cost effective fuel. This is not yet the current position of ICS, but a discussion is starting to take place," said Bennett.

### **Time to Invest in Port Infrastructure:**

Although levels of unscheduled downtime have dropped, some 74 % of port owners and operators are experiencing unscheduled downtime, as indicated in Trelleborg's latest Barometer Report.

The report shows that port owners and operators still aren't placing the necessary importance on placing whole life value ahead of upfront purchase costs, when procuring mission critical equipment.

Fender damage was the most frequently cited factor contributing to unscheduled downtime. Namely, 20% of port operators and owners have suffered unscheduled downtime due to fender damage.

Two thirds of port owners and operators have upgraded their fender systems in the last five years.

"Although some may be upgrading in order to accommodate bigger vessels or as part of wider refurbishment projects, fender systems are intended to have a design life of 25 years, so the fact that so many have upgraded their systems so recently suggests that installed solutions aren't performing as they should be," Trelleborg says.

"The high incidence of fender damage and the subsequent downtime it causes is seemingly due to a lack of awareness on how to specify a truly quality system. There is a need for more education - and the onus is on suppliers to provide it," the report adds.

A large proportion of respondents, 67%, are taking a "wait and see" approach to the expected increase in LNG bunkering, which will follow the implementation of the 2015 ECA regulations.

In addition, 40 % don't think current port infrastructure is adequate to keep up with the onwads logistics demand of increased vessel sizes and throughput.

The report data shows that 74% of port operators and owners think the need to update existing port terminals and facilities is the biggest challenge brought about by increasing ship sizes, with 20% expecting container terminals to enjoy the biggest increase in demand over the next five years.

According to Trelleborg, as the market continues to strengthen, there is an opportunity arising for those that can get ahead of demand and invest strategically in port infrastructure now.

"Those that don't will suffer in a bullish market, as new, modern terminals multiply and others quickly upgrade. The response to LNG as a marine fuel is a perfect example of a market that is inert and reactionary, rather than bold and deliberate," the company said. "Strategically, port owners and operators should look for ways to optimize the assets they own - and this means paying close attention to operational factors and prioritizing maintenance."

"Although the market is beginning to move in the right direction, owners, operators, consultants and contractors alike should work more closely with suppliers.

Supplier expertise should guide procurement decisions, and technology should enable owners and operators to traverse the obstacles to strategic investment and look forward to plain sailing ahead."

## Subic to ease Manila Port Congestion

**woes:** Japan-based Nippon Yusen Kaisha (NYK) Line made its first direct route from Kaohsiung to the Port of Subic, the Philippines, joining other major shippers in using this free port as an alternative to the congested Port of Manila.

NYK's MV Jakarta Towers, a 688-gross tonnage Liberian-flagged cargo vessel, made its first port call at Subic on Saturday, November 29, and docked at the New Container Terminal (NCT)-2 after sailing a day-and-a-half from Kaohsiung, Taiwan.

NYK Group National Sales Marketing and Outports manager Mary Grace Golez said that the port call is part of the ad hoc operation of NYK in Subic and will serve as basis of assessment for opening a full operation here or have Subic only as an alternate port.

"It all depends on the outcome of the assessment after several port calls. But we hope everything would go well," said Golez.

She added that should the assessment go well, the new route (Kaohsiung-Subic-Singapore) would open Port of Subic to major transshipment ports that connect to the rest of the world's trade routes, especially in ASEAN countries, Africa, Europe, and North America.

Subic Bay Metropolitan Authority (SBMA) Chairman Roberto Garcia earlier announced that a number of shipping companies in Southeast Asia are starting to consider using the Port of Subic after experiencing long delays in unloading and loading of containerized cargos in Manila.

This was attributed to the congestion at the Port of Manila, which forced cargo vessels to wait off Manila Bay for at least a week before docking and unloading cargos.

Because of this, President Aquino through Executive Order 172, has classified the Port of Batangas and the New Container Terminal-2 in Subic as extensions of the Port of Manila.

Golez noted, however, that the Port of Batangas, which is nearer Manila, was already congested a month after the issuance of EO 172.

Early this month, China-based SITC Container Lines (Phils.), Inc. also opened a direct route from Xiamen, China, to Subic with its container ship MV Sicilia making its maiden voyage to Subic and unloading 22 containers at NCT-2.

## Offshore: Ulstein and the First U.S. Built

**X-Bow:** Veteran Norwegian designer and builder Ulstein will, for the first time, build one of its signature X-Bow hull designs in the U.S., Maritime Reporter has learned.

Edison Chouest Offshore's LaShip shipyard in Louisiana is keen to build, and has found a Norwegian partner to share the risk. Judging by ever-evolving Ulstein business models and Jones Act strictures, Ulstein's U.S. foray could lead to series production of the SX 165 offshore construction vessel. The U.S.-built combined light well-intervention and inspection, maintenance and repair vessel will be the second of the type. A prototype will be made at Ulstein's yard in Norway, where close collaboration with is the norm with Island Offshore, Chouest's joint venture partner on the project. Having Ulstein take on all the detailed engineering was said to have been an attractive element to the deal for the U.S. yard, despite its modernity. Chouest will avoid having to assign "80 or 90 engineers" the task of overseeing the newbuild.

"The idea is to build the prototype here in Norway and then to copy that in the United States yard," said deputy chief executive Tore Ulstein. The first SX 165 will slide the slip in Louisiana "by Christmas 2015" despite changes to the beam and length decided late in development.

"This project is also about developing while building, and that's of interest with respect to the yard's capability. It's different than with (some yards). If you want small changes made, you'll (often) have to come back after delivery. It's very demanding for the shipbuilder."

The Island Performer - an SX121 of similar layout to the SX165 and delivered by Ulstein this July - incurred last-minute design changes that included a beam widened by 2 m to 30 m on a 150 m long vessel. Decisions to make changes were "made in stages" after steel had been laid.

"It's a milestone for us," said Ulstein, of Chouest building an Ulstein vessel in the United States for the first time. Older generation UT designs now owned by Rolls-Royce had once been American-built. The X-Bows date to just 2006, when Bourbon Offshore took delivery of the Bourbon Orca, an anchor-handling tug-supply vessel.

Meeting Jones Act strictures "for at least one vessel" appears to have been important to the Island Offshore and ECO JV that'll operate the two vessels. Island is acting as coordinator on the project.

**Larger Loads:** Mr. Ulstein, deputy to his equally energetic CEO sister, Gunvor Ulstein, said the vessel LA Ship will build will be able to lift and lower the increasingly large loads demanded by subsea construction operations. Norwegian oil company Statoil has made much ado about its coming "subsea factory." and so larger surface-to-seabed loads are anticipated.

"I think this is a very interesting platform. Having a platform of between 28 and 30 beam adds a lot of capability. We're looking in the direction of doing more with the same platform. We think it'll add competitiveness to future designs," says Mr. Ulstein from the pit of Ulstein's collegial "cinema room."

The attractiveness of the design - a 750 ton handling tower; 400t main and 140t secondary cranes; two moonpools - to the vibrant-again Gulf of Mexico suggests ECO might want to build more of the type into its backlog. It is understood that production of the SX165 will shift from Norway to the U.S. once the prototype is built, although it could be well into 2016 or 2017 before the first X-Bow built in America is launched.

Despite the promise of a growing deepwater market for subsea operations, Mr. Ulstein tempers his enthusiasm for the vessels of this well-work class. "I didn't see this as a mass market.

There's room for some, but it's not like the PSV market which will (grow) to a higher number (than today)," he says.

He confirms, however, that the future market for these OCV types is in the Gulf of Mexico.

**New Approach:** In August 2014, when Ulstein unveiled the X-Stern - a design for better station-keeping and working conditions in bigger waves - it was clear designers had spent a lot of time speaking to ships captains and ship owners.

Yet, "taking a walk with ship owners" is, Mr. Ulstein says, just one of two ways he develops a "business model" which grew out of building sturdy fishing vessels that rivaled the Gulf of Mexico's early offshore designs.

The other model is the "design conduit," where raw creativity leads to business development.

"We have to balance that creativity with that need to be efficient," he said, before rhetorically adding, "What is the design stage? In such projects it's more difficult to decide because you're deciding while developing your market."

It isn't clear which development path the SX165 too, but the X-Stern could well have been creativity driving business. Then again, pointing the "stern toward the weather (and the platform)" is "natural for captains", so a design - if not a market - was created in support of vessel commanders.

**Beyond the Cluster:** The density of owners and suppliers in this picturesque part of Norway has forged unique relationships. Friends and family work in the same companies only to emerge in new or existing companies as "competitors who also cooperate."

The Ulstein relationship with offshore vessel owners like Island, with its growing fleet of offshore service vessels, has allowed Ulstein as yard and designer to risk playing ship owner or at least as co-investor for periods, spreading risk with partners in order to build ships.

"Ulstein without the (local) maritime cluster would be nothing," said Mr. Ulstein. Sometimes the cluster isn't enough. When the company took on 1.6 billion kroner in risk to series-produce the streamlined PX121 platform supply vessels in 2011, it looked outside its local maritime cluster to the financiers at Pareto.

Pareto found Nordic American Tankers, which had an office in Sandefjord Norway, wanted in on the offshore market and was building Nordic American Offshore. The PX121 was a yard- and owner friendly design - "the lowest threshold entry into shipping" - and the Ulsteins knew it. Yards "good with steel but who struggle with installations, pipe and electronics" could build it with basic support from Ulstein.

Indeed, building 30 PX121's since 2012 and selling them has given birth to a new Ulstein offering - pre-commissioning services, a business understood to replicate fitting in Norway for overseas yards, including Chinese yards, where 90 Ulstein staff and newly recruited Chinese cooperate at some five yards.

The SX165 X-Bow project in Louisiana is the high-water mark for yard and designer Ulstein's cooperation with other builders.

"We're more than just an ordinary shipyard. We're investing in vessels," said Mr. Ulstein.

Indeed, he and his sister now preside over 40 new-build projects worldwide, including five at their own yard in Norway, where "we made it possible to be competitive" despite contract costs "20 percent less" in China.

Wherever Ulstein ships are built, 90 percent of their content is "Norwegian maritime cluster" and "10 percent content from outside Norway".

"I think the center of gravity is (still) in this region," said Mr. Ulstein of this patch of western Norway.

At another center - ECO's brand new shipyard at Houma, Louisiana - a 1,000 strong workforce is already building "several new well-stimulation vessels."

## FOUR DECADES OF OUTSTANDING SERVICES OF DR. K. THIAGARAJAN

Internationally renowned Population expert and Founder of UNITED WRITERS' ASSOCIATION, Madras, CHEVALIER DR. K. THIAGARAJAN has successfully completed four decades of active and outstanding public service and commendable contribution to humanity. Widely acknowledged for his intellectual abilities as an renowned Population expert and accredited for his ability to deliver wide-ranging discourses, Dr. Thiagarajan's relentless saga of work is characterized by hard work, diligent industry and sincerity of purpose which are considered his prime tools in climbing the ladder of success in his journalistic and demographic field which were marked by scholarly thoroughness, repository of veritable information and lucid interpretation. Dr. Thiagarajan often avers that writers and artists should work as Champions of peace and they have a greater role in the shaping of a new global order. He often insists that writers should portray in their creative canvas the powerful personalities by locating their historical context through the prism of their lives, by using tools which will reflect only scientific and national approach in depicting characters and not swayed by the politics of time and capable of shaping the masterpiece, Prof. C.N. Vakil and executed several pilot projects. The recent insignia conferred on the occasion of International Peace Prize proclaims: "that Dr. Thiagarajan is one of the far-sighted eminent demographer and social scientist in our country who has combined academic excellence with social commitment and served as Chairman of various social, management and educational charitable trusts and is an outstanding example of "one Extraordinary man creating more extraordinary young people in an extra - Ordinary manner."

As an institution builder of repute, Dr. Thiagarajan Implicitly believes that personal values should be intrinsically ingrained in the formation of the basic character of a person, community values hold the key in knitting persons together, if community values are not given the primacy it deserves, there is every likelihood of the individual becoming insensitive to the sufferings of the society. Dr. Thiagarajan has in his career spanning for over three decades and half, has passionately pleaded for a comprehensive and holistic approach to education which will strengthen the body, culture the mind, sharpen the intellect and integrate the student with the community, nation and nature. Through a network of various academic exercises carefully planned and executed with earnestness, Dr. Thiagarajan has inspired and illumined hundreds of young writers, moulded thousands of budding writers and guided a number of organizations in the State and outside. He has been passionately pleading in different

forums for the establishment of mini library in all homes throughout the Country. As Founder-Secretary of UWA, Dr. Thiagarajan has played a crusading role in organizing scores of Seminars, Symposia, Colloquia etc., on crucial problems confronting the country and eminently succeeded

organizing three and half decades Of distinguished FRANK MORAES MEMORIAL LECTURES to perpetuate the hallowed memory of doyen of Indian journalism which has proved to be an ecstatic event of experience - more enthralling, enlivening, engrossing, entertaining and enriching. Dr. Thiagarajan preaches himself practices "excellence" in everything he did and the pursuit of perfection and the transcendent capacity for shouldering insuperable responsibilities has almost remained his creed. A strong believer that liberalization and globalisation were sine qua non for ushering economic prosperity of our country, rapid economic growth and the methods of attaining it have become the focal point in several of his papers presented to various academic fora for Dr. Thiagarajan saw not only the dark clouds but also the silver lining and he dealt with almost every facet of Indian Economy in all his myriad ramifications. Writers, he often avers, should essential identity those ennobling and aesthetic aspects that need to take into account the fissiparous forces, promote enlightened awareness of protectionist approaches, analyse and expose the corrupt practices, operational tactics and subjectivising strategies of outmoded ideologies and far-flung interpretations of history and literature.

Dr. Thiagarajan has been then recipient of several national and international honours from various academics and universities in more than 37 countries for his outstanding service which includes Presidential Award, Naraindoss Memorial Award, Jawaharlal Nehru Award, NIF International Award, Knight Grand Commander Honour, American Hall of Fame Award, Key of Success Award, International Roll of Honour, distinguished Sovereign Order of WHITE CROSS INTERNATIONAL, Knight of Humanity Honour, 5000 Personalities of the World Distinguished Men of Achievement Award, International Peace Prize Award, Rotary Vocational Excellence Award, Gajanan Community Service Award, Diplomatic Honours from various countries. As a proven administrator, he was never satisfied with working in a limited sphere and sought to come to grips with the various problems of individual and collective life.

Dr. Thiagarajan's rich, radiant and resplendent pursuit of excellence has found ample evidence in his innumerable writings written for over three and half decades perhaps largely explains his ubiquitous literary output devoted to literature and fine arts where there is a noticeable vacuum of enthusiasm and enlightened encouragement and he has verily left an indelible impression and eminently succeeded in inculcating living faith in God and in the moral law of the Universe that governs all human beings. Several academic organizations and prestigious universities at Hungary, Nepal, Norway, Austria, Bulgaria, Sweden, Japan, Belgium, Ireland, Poland, Brazil etc. have conferred several academic accolades and honours to Dr. Thiagarajan for over three decades and which were richly lauded by leading literary luminaries, government leaders, world media and world peace advocates the world over.

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### **REGISTERED OFFICE**

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Ph : +91-44-42018982

### **OVERSEAS ASSOCIATE – E.U. COUNTRIES**

**Dr. Swarna Prasad, M.Sc., PhD.,**

14, Collins Close, Chandler's Ford, Eastleigh, SO53 4HS, Hampshire, England, U.K.

Phone(L/L). +44 2380 253367.

**E-mail: [seafarersman@indiatimes.com](mailto:seafarersman@indiatimes.com)**

**[chandranpeechulli@gmail.com](mailto:chandranpeechulli@gmail.com)**

**Website: [www.themarinewaves.com](http://www.themarinewaves.com)**

“Maritime Group” knows as to what we are, not forgetting that we are here to share our valued flow of thoughts, inter-changed with quality of expression exchanged, is to arrive at a QUALITY consensus, since “MARINE NEEDS A MULTI-DISCIPLINARY APPROACH - Do something instead of killing time or else, time will be killing you.”

For all practical purposes, my e-mail ID would be:- [chandranpeechulli@gmail.com](mailto:chandranpeechulli@gmail.com), OR [chandran.peechulli@yahoo.com](mailto:chandran.peechulli@yahoo.com)



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*For example from Chennai, 044-1554*

#### **TELEPHONE NUMBERS**

**PORTS ON THE EAST COAST OF INDIA, COAST GUARD REGIONAL HEAD QUARTERS (EAST), (MRCC) Chennai,**  
Tel: +91-44-2346 0405, Telefax: +91-44-2539 5018 Email: [isareast@dataone.in](mailto:isareast@dataone.in), Inmarsat “C” (IOR) 44190 7510  
Inmarsat “M” (IOR) 64190 1410

**PORTS ON THE WEST COAST OF INDIA, COAST GUARD REGIONAL HEAD QUARTERS (WEST), (MRCC) Mumbai,**  
Tel: +91-22-2438 8065, Telefax: +91-22-2431 6558  
Email: [indsar@vsnl.net](mailto:indsar@vsnl.net) Inmarsat “C” (IOR) 44190 7210 Inmarsat “M” (IOR) 76288 2349

**ANDAMAN AND NICOBAR SRR, COAST GUARD REGIONAL HEAD QUARTERS, ANDAMAN AND NICOBAR, MRCC  
PORTBLAIR, Tel: +91-3192-245530, Telefax: +91-3192 - 242948**  
Email: [mrcc-ptb@indiancoastguard.nic.in](mailto:mrcc-ptb@indiancoastguard.nic.in) | [pblmrcc@sancharnet.in](mailto:pblmrcc@sancharnet.in) | [Com\\_cs@dataone.in](mailto:Com_cs@dataone.in)  
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**Contact : The Director, Dr. K.A. SIMON**

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