Marine Waves
International Maritime Newsletter

VOL: 10 No. 2 *BE INFORMED "BEST" WITH A PURSUIT TO TAKE EFFECTIVE DECISIONS* FEBRUARY 2014

President attends First Convocation of Indian Maritime University

Chennai, Feb.22 (ANI): President Pranab Mukherjee on Saturday attended the first Convocation of Indian Maritime University at Chennai Trade Centre. Speaking on the occasion, the President urged the Indian Maritime University to study the international and national best practices in port and shipping Management, logistics and transportation, marine environmental

One of the 11 Graduands at the First Convocation Ceremony of the Indian Maritime University, Chennai of Sri Nandhanam Maritime Academy (SNMA), Tirupattur, Vellore District, Tamil Nadu

(contd. on page 2)

Highlights

(contd. from page 1)

management, maritime risk and system safety, maritime administration covering law, policy and security and train academics as well as professionals in these areas.

He also advised students who got degrees from the university to not forget their debt to their university, society and country and called them to strive to work for the advancement of all three. Pranab Mukherjee also said that India is blessed with a long coast line of more than 7,500 kms, and 95% of the country's trade by volume, and 70% by value, is handled through the sea. In spite of this, only about 10% of country's trade is carried out through Indian ships and its share of global seafarers is only 6%. The ships manufactured in India carry even less cargo.

He stressed that if India is to emerge as a major economic power in future, it would require substantial stepping up in the out-turn of quality maritime personnel and addition to its ship-building capacity. Ship-building has the potential to generate a lot of employment, both in rural and urban areas.

Chandran Krishnan Peechulli: Very poorly organised. Bad elements still exists who do not want I.M.U. to shine. E.g. One graduand did not get his invitation 2 days prior to convocation, since was in train journey from Kolkata, the other Dinesh of Namakal did not receive the Invitation. Both of them were not let in, saying ENTRY only based on INVITATION. Faculty staff of SNMA also not let in, while SNMA is affiliated to the IMU for want of Invitation not provided well in time. Trainees of deemed universities, in uniform were all marching into the function, without individual invitation, obviously under influence of some IMU guy. UNFAIR PRACTICE But one among the organizer Mr. Swaminathan (Course Coordinator) having a bunch of invitation cards was busy distributing to his known families. The New V.C. should not let loose the strings of administration, as was politicized since its inception. Organizing members found at entrance was not letting in faculty members of " SNMA " affiliated to IMU but instead found asking TN Policemen, authoriising their own known and family members liberally. One Police Supdt.on duty at entrance justifying that Police do not know as to who is authorised and who is not, it is for the IMU Members to recognise and allow.

Dealing with Piracy Off the Coast of Somalia and in the Gulf of Guinea

The Priority: For several years, Africa has surpassed Southeast Asia as the world's number one hotspot of maritime piracy. Approximately one-half of the world's reported pirate attacks now take place either off the coast of Somalia or in the Gulf of Guinea, principally off the coast of Nigeria. Although during 2012 and 2013 the incidence of piracy off of the Horn of Africa declined considerably compared to the peak years of 2009 and 2010, the incidence of piracy in the Gulf of Guinea has continued to grow. Between 2010 and 2012, the number of Somali pirate attacks has dropped by 80 percent, with 851 seafarers fired upon in 2013, compared to 4,185 in 2010; and 1,090 taken hostage in 2010, with many fewer—349—taken hostage in 2012 (Hurlburt et al. 2013).

Nonetheless, Somali pirates have extended their reach beyond the Gulf of Aden and Somalia into the southern part of the Red Sea, the east coast of Oman, the Bab el Mandeb Straits, and increasingly deep into the Indian Ocean. Moreover, incidences of piracy off the Somali coast have merely been suppressed, but the root causes of piracy— poor state control of land, the lack of legal economic opportunities and the absence of the rule of law—have not been resolved. Thus, piracy off the coast of Somalia could easily escalate again should the naval patrolling lessen.

Meanwhile, the incidence of piracy has been visibly increasing in the waters off of West Africa over the past three years. In 2012, pirates in the Gulf of Guinea attacked 966 sailors (Hurlburt et al. 2013). As of August 2013, 28 reported armed incidents took place off the coast of Nigeria, including two hijackings, compared with 10 armed incidents with two hijackings off the coast of Somalia (ICC 2013). Although often underreported, piracy in the waters of West Africa is now capturing attention and piracy in this region dates back decades. It exists in the context of widespread criminality, including oil theft on land in which poor local populations, militants, law enforcement and top-level politicians all participate.

Foresight Africa: Top Priorities for the Continent in 2014: Indeed, the expansion of maritime piracy off the coasts of West Africa and the Horn of Africa has been enabled by profound governance deficiencies on land. Although most West African countries have not experienced as profound a collapse of the central government as Somalia, the presence of the state in most coastal areas has been inadequate, failing to achieve a monopoly of violence. Local populations often experience state presence only as repression. For decades, governing elites in West Africa have underfunded, and systematically politicized and corrupted land and maritime law enforcement. Widespread corruption, deep involvement of elites in many criminal enterprises and illicit economies, and a general attitude that running a government is a key mechanism for personal enrichment rather than a public service have created a pervasive culture of the lack of rule of law.

Marginalization of large segments of the population, deep and persisting poverty and unemployment, lack of legal options for social mobility, social alienation, and threats to personal safety from rival tribal and clan groups, criminal gangs, and the state itself have produced great social acceptance of criminality and illicit economies, and widespread participation by both well-positioned elites and the marginalized population. To the extent that powerful actors have mobilized against piracy—such as some tribal elders in Puntland, Somalia—it is often only when young pirates wield enough economic and political power in their

(Contd. on page 4)

From the Editor's Desk

Use of Computer Based Training modules within a Learning Management System in optimizing efficiency and training outcomes, when we speak about combining technologies such as learning management systems and CBTs, we recognize that the same argument applies. Learning the management systems and CBTs, each provide benefits that the others cannot provide. In some sense they are two different tools, that when used together produce a far broader and more complete array of benefits than either could alone.The last few years have been nothing short of an education. Humbled by my experiences, I've been floored by the wisdom and achievements of the vibrant mix of people I've met across the country in my amazing journey of discovery, at Media and iGovernment. If there's one thing I've learnt it is that there is more in this country that works than we give ourselves credit for. It's very easy to criticise, but be constructive. Much more difficult to change - both ourselves and everything we don't like around us. Navigating the intricacies of administration and governance in India is no easy task and I, salute all those who do it, with such finesse and with so much personal integrity - both within and outside the Government - even as they set about to make a small difference. We hope we can tell their stories here in the days to come, honest people are noticeable by their acts. I have been closely associated with many professional institutions. We grow with knowledge and experience depending more upon our personal initiative, acquaintance and interest. I, thank one and all associated with me, which made me think differently as well, instead of my views being lopsided, after keen insights.

I wish everyone success, reading and keeping abreast with exciting new horizons for inner happiness to follow in the days ahead, as I set sail to discover a few of my own, and hope that our paths will cross again.

*We know each of the three key state organs, namely Judiciary, Executive and Parliament, are the three pillars of democracy, each having separate functions, as spelt out in our Constitution. They need to give their best, towards public interest and welfare of the people of India. Similarly, we call upon the " Judiciary " to stick to their work of interpreting the law and respect the Constitution and mandate of the assemblies to carry out their oversight and investigative roles, to their best in an unbiased manner to make it fair and just, more particularly for the arrests made on foreigners in our country.Hence, Legal professionals, to primarily instil 'Justice' and to safeguard the sanctity of courts, in the public eyes. Readers would agree, " Feedback is very essential ", without which there is no scope for improvement or development in any discipline, i.e. in any field of profession. Necessity is the mother of invention, followed by research to development. Irrespective of any discipline, whether it is medicine, engineering, catering technology, Law, Administration etc. it is therefore the feedback that matters more important, so that early, timely, corrective, appropriate measures be taken, towards perfection. We, find not only pollution of air and water but of all kinds, including the polluting of the mind, who only try to envy, see greed, be jealous or view short-cuts; who do not try to seek the truth or reality in good sense, instead of love with each other with the basic instinct of live and let live others but instead, try to exploit one's situation, even at the cost of others being hired, to harass, humiliate and make him give-up, influencing through money and muscle-power, without the fear in god the almighty who is watching one's action/deeds.The Government has decided to introduce a Bill titled "The Judicial Standards and Accountability Bill,2010" in the current session of the Parliament. The Bill incorporates a mechanism for enquiring into individual complaints against the Judges of the Supreme Court and the High Courts, enables declaration of assets and liabilities of Judges and lays down judicial standards to be followed by the Judges. At present the complaints filed by the public against the Judges of the Supreme Court and the High Courts are received and examined by the Chief Justice of India or the Chief Justices of the High Courts, as the case may be. Piling up of cases in courts, encourages criminals to grow. Lack of research in Legal arena. Common men know that owing to poor Law and Order * for various reasons, biased actions of the police, political lien, etc same is the case when lands up in the courts, with additional lapses. The Suprem Court Justice, Shri. MarkendeyaKatju, had said seven years ago that "Everywhere, we have corruption. Everybody wants to loot this country. The only solution for this menace, is to hang a few to the lamp post in public, so that it acts as a deterrent on others". Ego and Desire, are two evils, let a man lift himself by himself; let him not degrade himself; for the self alone is the friend of the selfand the self alone, is the enemy of the self. Adhereto ethical norms in all dealings of government, industry, institutions, customers, suppliers, employees etc. Sort out differences within ourselves, instead of allowing it to grow, wasting the precious time for e.g. confusing others of COC's in place of basic academic maritime studies in shipping. There is always scope to enhance knowledge to meet the changing times, as knowledge is infinite. There are many related areas that can be touched upon in shipping, e.g. Port, Coastal & Ocean Management, Cargo and vessel survey,Ship's Security and Carriage of Hazardous materials relying only on the outward labelling and the bill of lading, how to identify a hazardous material shipment, loading and unloading rules for all hazardous materials shipment, Class of shipments: Explosives, Flammable liquids, Gases, Corrosive liquids, poisonous materials/gases, oxidisers, radio-active materials,how the Law affects you and how to comply with the Law etc. Knowledge based training will allow specialisation and growth for indepth study. A certified Officer or Engineer will then be nevertheless than a graduate level and a Captain or a Chief Engineer(COC holder) be in par with that of Masters of international standards, carrying the good image of the nation, overseas.*

Dr. Chandran Peechulli, Ph.D; FIE(India),M.Tech;MBA;(LLM), PgD.IMS; MSNAME(USA),C.Eng.,FIIPE., Ex.Chief Engineer, G.M.Tech., D.P.A., Crossworld Shipping. Chief Consultant - Cee Cee industrial and Marine Management Consultants, Chief Editor: "Marine Waves" www.themarinewaves.com Corporate Member: Chennai Press Club, Visiting Faculty : Maritime Institutions.

(Contd. from page 2)

bases of operation on land that they threaten the preeminence of clan elders. Often, however, clan elders have been implicated in and often support and benefit from maritime piracy. At the same time, local populations often embrace the pirates who bring in otherwise-lacking money, increase consumption, grow local economic activity and even create job opportunities.

Why Is It Important? Maritime piracy poses multiple threats to global and state security and human safety. The maritime domain—which includes defense, commerce, fishing, seabed mineral resources, laws governing navigation and sea-based transportation constitutes—is the backbone of the globalized world. Disruption of maritime transportation and access can reduce economic investment in particular regions, constrict energy flows, global trade, critical infrastructure, and the protection of marine resources as well as hamper security, law enforcement and humanitarian operations. Both the Gulf of Aden and the Gulf of Guinea lay on crucial energy transportation routes and the Gulf of Guinea is not only a large source of fossil fuels, but also the region's major consumer market. Via the Gulf of Guinea, West Africa also exports minerals (such as diamonds), timber and agricultural products (such as cacao and sorghum), which underlie its economic output. Crises in the maritime realm can also hamper access to undersea domains and resources, such as fiber optic cables, and energy and mineral reserves such as oil and gas.

Conceivably, profits from maritime piracy can also increase the physical resources of militant groups, international terrorists, and highly destabilizing and potent criminal groups. Although the extent to which Somalia's jihadist al-Shabab or Nigeria's Movement for the Emancipation of the Niger Delta, an insurgent group based in the south, have benefited from maritime piracy is frequently exaggerated, in both cases connections and linkages between pirates and militants appear to be somewhat on the increase. Not least, pirate attacks also critically endanger the human security of seafarers and cause psychological distress to their families.

What Should Be Done in 2014: Options for suppressing piracy in the Gulf of Guinea are more constrained than policy options available off of Somalia. Nonetheless, some important short-term measures are available and need to be deployed in conjunction with determined efforts to address some of the long-term and deeply rooted causes of piracy and the lack of rule of law off the coast of West Africa.

Several factors explain the drop in the incidence of piracy off the coast of Somalia. The expansion of international naval patrols, such as NATO's Operation Ocean Shield, the European Union's Operation Atalanta, and naval deployments by Russia, China, India and other countries have both increased situational awareness and radically shortened the response time of anti-pirate naval forces. The use of best management practices and layers of defenses, such as citadels and barriers against pirates boarding ships, makes attacks considerably more difficult. The highly controversial presence of armed guards on ships has further increased the capacity of ships to resist attacks and have increased the deterrent effects of these various measures.

European and U.S. naval deployments have also becomemore effective at collecting legal evidence on captured pirates, facilitating their effective prosecution in special courts established in the region and again enhancing deterrence. For a variety of reasons, actions by land forces against pirates— such as those by the Putland Maritime Force (PMF) or by Kenyan law enforcement units against pirates in hiding or enjoying recreation in Kenya—have been limited for the most part. As a result, many areas of safe haven and hiding remain. Moreover, the PMF now principally functions as a praetorian guard of the president of Puntland. Arresting and prosecuting pirate financiers and enablers in Kenya, the United Arab Emirates and among the Somali diaspora in Europe and other regions have also remained an elusive and largely unfulfilled promise.

The combination of the above factors has created an atmosphere of far greater fear among pirates that they will face punitive action. Many pirates have thus switched to working as protection guards for illegal fishing and other vessels off the coast of Somalia, which until recently would have been the targets for their attacks. But while the number of piracy incidences have dropped dramatically, the level of violence against hostages has increased considerably since pirates fear and resent military actions by armed guards and naval forces.1

Deploying some of these same methods in the Gulf of Guinea is not easy. First of all, there are finite resources that countries can devote to far-flung naval patrolling. Thus, redeploying international naval patrols from the Gulf of Aden to the Gulf of Guinea risks an escalation of pirate activity off the Horn, undermining whatever deterrent effect has been created among Somali pirates.

Nonetheless, expanding international naval presence in the Gulf of Guinea would help suppress the incidence of piracy off the coast of West Africa. For many of West Africa's trading partners outside the region, such as the United States and Western European countries, the economic benefits of unhampered trade may well justify the substantial costs of such an expensive, far-flung naval presence in the Gulf of Guinea. The development of capable and uncorrupted naval patrol capacities among West African countries would ultimately be far more effective from both economic and security perspectives than foreign patrolling. However, while outside assistance to build up local naval assets should continue to be provided, all such efforts need to be undertaken very cautiously. Outside partners and donors need to expect that at least some of the units trained and equipped from outside will end up corrupt and rogue. Hence, diligent outside monitoring and rollback capacity need to be in place as a condition of any assistance.

Second and even more problematic is the fact that most piracy off the Horn has taken place in international waters where both international naval patrols and armed guards on ships are legally permitted to operate. In the Gulf of Guinea, in contrast, most pirate attacks take place within territorial waters, often close to harbor. Local laws and political and sovereignty sensitivities often prohibit or complicate the deployment of armed guards or international naval forces. Moreover, as the region is a major area of drug and human smuggling, wildlife trafficking and illegal arms shipping—often involving local law enforcement and top politicians and

1 Author's interviews with captured pirates, Hergeisa, Somaliland, April 2013 and pirate interlocutors, Mombasa, Kenya, May 2013.

8 Foresight Africa: Top Priorities for the Continent in 2014

government officials— local governing elites will likely not welcome an intensive presence of international navies. The fear of exposure of corrupt practices and government complicity in criminality in the Gulf of Guinea is unlikely to be assuaged by the fact that, as a matter of policy, international naval forces off the Horn of Africa do not interfere with the trafficking of humans, drugs, charcoal, and wildlife or illegal fishing, and solely focus on anti-piracy efforts.

While entailing real costs in terms of deterrence, the inability of ships to deploy armed guards may also provide some benefits. Most notably, it may prevent a further escalation of violence against ship crews in the Gulf of Guinea, an escalation that has occurred off the coast of Somalia. Avoiding further triggers of violence against ship crews in the Gulf of Guinea is all the more important given that pirates off the coast of West Africa have not focused on hostage taking. They already place small value on crews' lives and exhibit little restraint in the use of violence against captured crews. The widespread established illicit transshipment networks used for bunkered crude and illegally refined oil have been of great use to pirates. Thus, unlike off the Horn of Africa, the pirates' modus operandi in the Gulf of Guinea has been different, focusing less on long-term hostage taking and ransom seeking and more on theft of oil and other valuables. This dominant method has had complex implications for the safety of captured crews. On the one hand, hostages have rarely been held more than a few days. On the other hand, pirates have exhibited little restraint in the use of violence against captured crew members as they do not value their lives as a bargaining chip and source of income.

The significant rise of insurance costs for shipping companies, the recent capture of two U.S. sailors in the Gulf of Guinea, and the untrustworthiness of West African navies are all likely to generate strong international pressure on individual West African countries—particularly Nigeria, where most pirate attacks in the region emanate—to allow armed security guards. Just like off the Horn of Africa, the trade-off may once again be a reduced incidence of attacks but greater violence by pirates against their targets and hostages.

Just like building formal specialized drug interdiction units in West Africa, standing up anti-pirate militia forces on land—if at all permitted by local governments—carries great risks in the region. In the context of pervasive corruption, highly contested and unstable political systems, and weak institutions, such militia forces have a high chance of going rogue and preying on local communities and rival ethnic and tribal groups as well as falling into cahoots with particular pirate gangs.

The policy options most readily available to suppress piracy in the Gulf of Guinea thus include developing better situational awareness, more extensively employing best management practices learned from the Horn of Africa, and increasing ship defenses, particularly while ships are in or close to harbor. Enhancing situational awareness includes both encouraging intelligence sharing among West African countries (historically averse to such a practice) and with international partners as well as intensifying the use of automatic identification systems, which are used for live vessel position tracking. A potential side benefit of ships diligently and accurately deploying automatic identification systems could be a drop in illegal fishing in the region, as greater automatic identification system transparency would expose such criminal behavior even as West African navies would still lack response capacities against illegal fishing. Currently, many ships in the Gulf of Guinea spoof automatic identification system databases or do not deploy automatic identification systems at all to avoid having their illegal fishing and smuggling ventures exposed.

Ultimately, policy responses to maritime piracy in the Gulf of Guinea will only be truly effective and lasting if West African countries undertake a determined, systematic effort to redress the profound deficiencies of state presence in their coastal territories and the marginalization of the peoples there. Carrying out this effort includes deploying effective, uncorrupt, non-abusive land police forces that are actually focused on crime suppression in those areas and not misused as political tools. Without the elimination of pirate safe havens on land, there are great constraints on what naval patrols can accomplish. But extending such a legitimate and effective state presence also requires expanding legal economic opportunities for the marginalized coastal populations in West Africa and building up their human capital. Both policy elements are ultimately dependent on the willingness and capacity of West African states and societies to purge pervasive corruption from their political systems and institutions and break the intense intermeshing of crime and state that for decades has characterized governance in West Africa.

References

International Chamber of Commerce, ICC Commercial Crime Services—Piracy and Armed Robbery News and Figures. (2013). http://www.icc-ccs.org/piracy-reporting-centre/piracynewsafigures.

Hurlburt, K., Conor Seyle, D., et al. (2013). "The Human Cost of Maritime Piracy 2012," Working Paper, Oceans Beyond Piracy, One Earth Future, International Maritime Bureau, and Maritime Piracy—Humanitarian Response, 2013, http://oceansbeyondpiracy.org/sites/default/files/hcop2012forweb.pdf: 3-4.

Italian Port of Genoa Gets EU Upgrade Grant:

The European Union will co-finance with •3.9 million from the TEN-T Programme a project to extend one of the terminals and renew the intermodal infrastructure of the northern Italian Port of Genoa.

The project, which was selected for funding under the 2012 TEN-T Annual Call, concerns works aimed at adapting the Port's infrastructure to larger ships. The Port of Genoa, as a major national port and southern European gateway, needs to be prepared for the future traffic demand increase and to adapt its port layout to the new market requirements.

The project will tackle land reclamation of the sea basin between the Canepa and Ronco piers and the building up and revamping of infrastructures ancillary to the new terminal, particularly a new rail connection. The overall aim is to create a new multipurpose terminal, built and equipped with higher technical and operational standards.

Once completed, this project will remove a major bottleneck and improve modal split, as well as contribute to the achievement of a number of fundamental EU transport policy objectives.

The project will be monitored by the Innovation and Networks Executive Agency (INEA) and is set to be completed by the end of 2015.

Maritime Training Issues with Murray Goldberg

The Effective Use of Maritime CBTs in a Learning Management System (LMS) - Part 2:

This is the second in a short series of articles regarding the use of Computer Based Training modules within a Learning Management System. This is important information for maritime organizations as the industry begins to mature in its use of learning technologies. This article discusses how to best use the tools that we have at hand, both to maximize efficiency and to optimize training outcomes.

Introduction: This is the second in a short series of articles regarding the use of Computer Based Training modules (CBTs - such as often provided on CDs or similar) within a Learning Management System (LMS). This is important information for maritime organizations as the industry begins to mature in its use of learning technologies. In the first article, I discussed what has happened in other industries as the their use of learning technologies evolved. I think there are important lessons there that can benefit maritime training. In a sense, what has been learned elsewhere (and what we will discuss below) is really about how to best use the tools that we have at hand, both to maximize efficiency and to optimize training outcomes. So - let's look at the use of CBTs together with an LMS.

But just before I jump in, please note that in the next installment of this series, we will be looking at the mechanics of CBT use and content creation for maritime e-learning programs. If you have not already signed up for article notifications, but would like to be notified by e-mail when the next (and all subsequent) articles become available, please sign up here. But for now - on to CBTs and LMSs.

Blending

Just as this is a story about optimizing efficiency and training outcomes, as mentioned above, this is also a story about blending technologies. We have found that with learning in general, we can combine delivery modes such as eLearning and face to face to improve training outcomes and efficiencies. The argument for blending delivery modes is that each mode has limitations and strengths not shared by the others, and by combining them we reap the benefits of both.

Similarly, when we speak about combining technologies such as learning management systems and CBTs, we recognize that the same argument applies. Learning management systems and CBTs each provide benefits that the others cannot provide. In some sense they are two different tools, that when used together produce a far broader and more complete array of benefits than either could alone.

Let's examine why these tools work so well together in a little more depth, and then discuss the most effective ways of combining these two technologies.

Learning Management Systems - Strengths and Limitations: For those people new to learning management systems, it is important to understand what a learning management system is, and what a learning management system is not. A learning management system is not a course, nor is it learning content. Likewise, it is not a CBT.

Strength

A learning management system is a piece of software technology that is used to deliver courses and learning content. It provides access to content, access to assessments (tests), training analytics, and many other sophisticated management and delivery tools for training. These LMS features are critical for efficient training in organizations. Also, the insight that they provide through their metrics and analytics are necessary to understand how effective your training systems are, and to inform a process of continuous improvement. For that reason, learning management systems are used ubiquitously throughout most industries, worldwide.

Limitation

But as I have said, a learning management system is not content. Therefore, when creating an eLearning program, it is necessary one way or another to procure or create some content - i.e. your courses. Without learning content, an LMS is just a shell waiting to be filled. This raises an issue for organizations which employ eLearning - especially those who are building a new eLearning program. The question for them is: Where does the content come from?

Content can come from a variety of sources:

- It can be repurposed from existing course content (such as content that has been used to teach face-to-face courses in the organization).
- It can be written from scratch.
- It can be purchased from a content provider either as off-the-shelf content, or custom-created content.

The choice of content source has real implications. First, if the content is created from scratch or re-purposed in-house from existing content, the quality of the result may be an issue. This (repurposing existing tried and true content) may still be a very good place to begin, but it is important to understand that the creation of high-quality, engaging and effective learning materials (whether they are to be delivered on-line or in-person) is not necessarily easy and the ability to do so is generally not a skill most people innately possess. And because you'll be delivering this content over and over to potentially large audiences, there is an opportunity to really improve training by making sure that the content is of the highest calibre. Here, a trained instructional designer with maritime training experience can be a real (but rare and hard to find) asset.

Second, if the content is written from scratch either in-house or by an outsourced instructional designer, the process can be time consuming and, therefore, expensive. Again, this may be an expense that pays huge dividends through improved and more standardized training across your organization. We have seen great examples of this where accident rates have plummeted alongside insurance premiums due, in part, to greatly improved training. But it is still a real cost that has to be considered, and the time required to

create that content may greatly elongate the timeline to reaping the benefits of improved training.

So - when considering the use of an LMS as a tool to improve training, the issues of "where does the content come from", the expense of creating that content, and the time required to create it all have to be considered carefully. This (in some cases) is where CBTs can come in.

CBTs - Strengths and Limitations

Most people in the maritime industry are already quite familiar with CBTs. CBTs are, at their heart, content. There is very little "delivery or management" in a CBT. Generally, the CBT is inserted into the computer (if it comes on a CD or DVD), and the trainee progresses through the learning pages to the end where an assessment is usually found. Sometimes CBTs are delivered directly as CDs or DVDs, and other times the CBTs are delivered via a form of LMS.

Until recently, generally the only options for CBT customers in the maritime industry were to use the CBT alone (no LMS), or use it within the context of the LMS provided by the maker of the CBT. This is still the case for some CBT vendors, but it is beginning to change as I discussed at length in my previous article. Now, with the emergence of the content-agnostic LMS (an LMS which will play content from any vendor) and more importantly with the willingness of innovative CBT vendors such as Seagull to let their CBTs be delivered in other LMSs, customers have tremendous options. Feel free to refer back to my previous article to see why I believe this to be an extremely customer-friendly and training-positive move for the maritime industry.

But considering the use of a CBT without an LMS, or with a limited LMS, what are the strengths and limitations?

Strength

The main, and overwhelmingly significant strength is the CBT's combination of quality and price. CBTs are produced by companies with the aim of selling as many as possible. Therefore, most of the titles are of interest to large portions of the maritime industry. For example, courses such as personal safety, maritime english, job safety analysis, and so on, are of interest to almost every organization in the industry. This means that there is an opportunity to sell many copies of each of these CBTs. With a comparatively large sales volume, the CBT vendor is able to invest significant time and money (many tens or even hundreds of thousands of dollars) into the creation of a high quality product, yet still sell them at a reasonable price. The effect is as if all maritime operators got together to co-fund the creation of a course - very efficient. The cost per organization is small, but the overall budget is large enough to make a very high quality product. Therefore, for courses that are of generally high interest to a large number of operators, it is hard to beat the providers of CBTs for their combination of quality and price.

Limitations

While CBTs do offer (often) excellent content at good value, they are not a complete training solution. For example:

- They generally cover only concepts which are generic to the entire industry or to a segment of the industry. CBTs, by the nature of their business model, either cannot cover company-specific courses, or, if they do, are expensive to produce.
- Following from the point above, CBTs are not easily able to offer adaptive vessels-specific training. This is a technique where the LMS asks the learner what vessel they are training for, and then automatically generates a custom training package which appears as though it was created by hand for the routines, equipment and layout of that specific vessel.
- CBTs are generally delivered as-in and therefore cannot easily be modified by the customer to adapt to their context, operations, or business. Likewise, CBTs come with built-in assessment questions which often are static (the same questions are asked of all trainees) and cannot be added to or modified. This can make it problematic when trying to cover company-specific learning gaps or known risks.
- CBTs, by themselves, generally cannot offer one of the most important benefits of an LMS - analytics. As mentioned above, these are training metrics which are able to tell you whether your training is effective, where the weak spots are, and what risks exist which, if left unaddressed, could evolve into performance or safety concerns.
- And finally, CBTs, as stand-alone units, do not offer a single, cohesive platform to learners and training managers. This is a drawback in that there is no single location for assessment, tracking, metrics, management, and so on - regardless of content type, content source, or access location (on-board or on shore).

So - CBTs can offer tremendous advantages in terms of quality and cost, but cannot provide a complete solution. Like with the LMS, there are strengths and limitations. This leads us straight to blending.

CBTs as content in an LMS

If you have made it to this point, you would now understand that the LMS and the CBT are made for one another. A good LMS fills the gaps left by CBTs. CBTs fill the critical content gap that exists in LMSs. And as indicated in the first article of this series, the maritime training market is now evolving to allow these to be used together in such a way that you can choose one LMS, and run an increasingly large array of CBTs, alongside your own in-house courses and assessments from a variety of vendors on that one LMS.

Next, I'd like to discuss the mechanics of using CBTs in an LMS. There are some specific techniques that can be employed to maximize the utility and effectiveness of both the LMS and the CBT. But since I have reached the limit of what even the most dedicated reader is likely to endure in one article, I will leave that for the next installment of this series.

If you have not already signed up for article notifications, and would like to be notified by e-mail when the next (and all subsequent) articles become available, please sign up here.

Until then - thank you so much for reading, and keep safe! And, of course - happy new year! I hope that 2014 brings happiness, good health, and success to you and your family.

A/B Falls And Gets Injured During Crane Maintenance:

Real Life Accident: Planned maintenance of the provision crane was in progress on a tanker which was anchored in slight sea conditions. Before commencing the work, the Bosun and the two assigned crew held a toolbox meeting.

Post-maintenance photo showing the crane raised from stowage crutch and slewed over the bridge deck, permitting safe and efficient access from portable scaffolding

A working aloft permit was issued prior to commencing the task and the assigned team donned proper PPE. They raised the electro-hydraulic crane jib from its stowing crutch (located on the funnel casing), and, with its jib fully extended, slewed it forward to fully span over the bridge deck. For access, they rigged a portable 6-metre aluminium ladder from the bridge deck to reach the jib girder.

Unsafe method used: The top of the 6-metre long portable aluminium ladder is lashed to the crane jib

With the top section of the ladder secured to the crane jib, the A/B ascended to the top rung of the ladder and attempted to pass the fall restraining line of his safety harness around the crane jib. Due to the large dimensions of this section of the jib girder, the A/B had to lean out from his precarious perch to grab the free end hook of the line. Suddenly, the ladder became unstable, and the A/B lost his balance.

With no restraining line attached to the crane, he fell off the ladder and landed heavily on the deck. The Bosun and the second A/B attended to the injured person immediately, who was unconscious for a few minutes. He continued to breathe, and after regaining consciousness, his responses were normal and he could move all limbs except his right arm. Apart from concussion, and suspected fracture of right elbow, there appeared to be no other internal or external injuries. The emergency team removed the casualty to the ship's hospital, where it was noticed that his blood pressure was low and he was showing signs of dizziness and body tremors. On radio medical advice, a launch was arranged to transfer the casualty to a shore hospital and an accident report was sent to the designated person (DPA) in the shore management office.

Slewing the crane over the compass deck permits safer access to the jib

Results of investigation

1 A proper risk assessment was not conducted due to perceived lack of time;

2 During the toolbox meeting, the Bosun explained the precautions to the assisting crewmembers;

3 It was considered that there was sufficient number of crew assigned for the job and they had all donned proper PPE;

4 The work team was sufficiently rested before starting the work;

5 It was established that working on the crane jib from a portable ladder was patently unsafe and a safer access to the jib was available by slewing the jib over the adjacent compass (monkey island or flying bridge) deck;

6 It was determined that if the other A/B had positioned himself on the crane jib girder by climbing on to it from the crane pedestal, he could have safely secured the casualty's lifeline.

Root cause/contributory factors

1 Substandard acts
   a. Incorrect use of equipment;
   b. Failure to secure;
   c. Improper position of task.
2 Substandard conditions
   a. Inadequate guards or barriers;
   b. Hull and structure condition.
3 Personal factors
   a. Restricted range of body movement;
   b. Poor judgement;
   c. Lack of coaching.
4 Job factors
   a. Inadequate work planning or programming;
   b. Inadequate instructions, orientation or training;
   c. Inadequate or improper controls;
   d. Inadequate assessment of needs and risks;
   e. Inadequate standards and specifications;
   f. Inadequate monitoring of compliance;

g. Inadequate conduct that is not condoned, intentional or unintentional.

Control action needs

a. Work performance observations;

b. Work permits systems (although working aloft check list was completed, risk assessment had not been performed);

c. Enforcement of standards;

d. Health and hazard control.

Corrective/preventative actions

1 A fleet alert sent to all vessels on the incident requiring Masters to confirm full discussion and understanding of incident among all on board;

2 SMS amended to include new checklist to rectify procedural lapses exposed by this incident;

3 A visual training programme was distributed throughout the company and fleet highlighting safe working procedures for crane maintenance;

4 New officers and those on leave will be briefed on this case at the earliest opportunity;

5 The knowledge, understanding and proper implementation of these actions will be verified during internal audits and superintendent visits.

Lessons learnt

1 This accident again shows the importance of Planned Maintenance System (PMS) toolbox meetings. PMS toolbox meetings must be held with all crew related to each task. Risks and precautions shall be discussed and understood well by all team members;

2 Pre-task procedures for tasks subject to working aloft / overside shall be carried out with more attention and care. PPE should be donned correctly all the time. In addition to this safety of all other equipment related to tasks shall be maintained and tasks shall be monitored at all times.

Missing Vessel Feared Hijacked: Nigerian Pirates Launch Most Southern Attack To Date:

Dryad Maritime is warning of the possible hijack of a Liberian flagged tanker MT Kerala. The vessel, owned by Dynacom Tankers, has been reported as missing off the coast of Angola, having last been sighted seven nautical miles NNW of Luanda. The tanker's disappearance may represent a significant extension of maritime crime emanating from the Gulf of Guinea region, most probably from Nigerian criminal gangs.

If confirmed as a hijack, this would be the furthest south that Nigerian-based criminals had struck for the purposes of refined product cargo theft - a crime hitherto perpetrated across the Gulf of Guinea region, from Abidjan (Ivory Coast) in the west to Port Gentil (Gabon) in the south. If the MT Kerala has been hijacked, an unfortunate coincidence will be at play, with Dynacom Tankers being the owners of the last vessel to be released by Somali pirates in 2013 (MT Smyrni) and the owners of the first hijacked vessel in West Africa in 2014.

The loss of communication with the tanker follows a number of warnings issued by Dryad Maritime Intelligence to its clients of a suspect vessel operating off the Angolan coast. The vessel, identified as a 200 ton tug, was originally thought to be operating in the waters to the east of Sao Tome before heading south toward the coast of Angola. The suspect vessel was also sighted in a restricted area offshore Angola on 17th January, reportedly close to the anchored position of MT Kerala.

Ian Millen, Dryad Maritime's Director of Intelligence: "This is a worrying development in West African maritime crime. We have been watching Nigerian based pirates launch an increasing number of attacks on vessels in areas not normally associated with piracy of late. If substantiated, this latest incident demonstrates a significant extension of the reach of criminal groups and represents a threat to shipping in areas that were thought to be safe".

Already in January 2014 Dryad Maritime Intelligence have reported the boarding of a tanker, MT Super League, 55 NM off the coast of Equatorial Guinea's border with Gabon. This was then followed by the hijacking and kidnapping of three crew members from cargo vessel MV San Miguel just 20 NM off the coast of Bata, Equatorial Guinea. Attacks on product tankers are usually launched for the purpose of refined product cargo theft or 'Extended Duration Robbery' (EDR) due to the relatively short period of vessel detention. This type of maritime crime has been perpetrated by Nigerian criminal gangs across the Gulf of Guinea for a number of years. Originally conducted off Nigeria, cargo theft first migrated westward to Benin, Togo and Ivory Coast and then south to Gabon as security and awareness improved in each of these areas. Once in control of a victim ship, the criminal gang force the vessel's master to navigate to a location, normally offshore Niger Delta, where a portion of its cargo will be siphoned off to a smaller vessel, before the vessel and its crew are released.

"The criminal gangs that conduct this particular brand of intelligence-led maritime crime are well-prepared, well-armed and have specialist maritime knowledge and expertise. Operations are primarily targeted at ships in offshore anchorages, sometimes during ship-to-ship cargo transfer ops (STS) with attacks mainly conducted under cover of darkness. The criminals usually disable communications and switch off AIS to avoid being detected, meaning that the first indication that owners have of the hijack is normally when they lose contact with the ship", added Ian.

Dryad Maritime monitors vessels in the Gulf of Guinea and other areas of the globe, protecting them against cargo theft and other maritime crime. Although intelligence on the suspect tug in this incident was fleeting, there was enough information for Dryad Maritime to warn their clients to be particularly vigilant and adopt security measures routinely used

when close to the shores of Gulf of Guinea states, as well as to direct vessels away from the threat area. Authorities offshore Luanda were also aware, issuing warnings on the suspect tug before contact was lost with MT Kerala.

"The best advice we can give Ships' Masters is to encourage the practice of good information security, thereby denying intelligence to criminal gangs by keeping ships' movements and intentions known only to trusted agents. Whilst most seafarers in the Gulf of Guinea are very conscious of the threat, ships off Angola would not expect to be attacked. If MT Kerala has sadly fallen prey to pirates, then we might be seeing the criminals taking advantage of this fact."

Seven Circuit Court judges sworn into office: Mrs Georgina Wood, the Chief Justice on Thursday sworn seven circuit court judges into office in Accra.

The Chief Justice administered the oath of allegiance, judicial oath and the oath of secrecy to the new judges.

The newly sworn in judges were Michael Abbey, Bernard Bentil, Baptist K. Filson, and Afia N. Adu-Amankwa.

The rest were Kofi Ametewe, Abigail Asare and Alexander Graham.

Justice Alex B. Poku-Acheampong, the Judicial Secretary said the new judges were appointed after going through competitive and rigorous recruitment process.

He said the judges including other candidates were made to write examination, followed by an interview and those who excelled were chosen.

He commended them for their hard work and urged them to work to promote justice.

Mrs Georgina Wood, the Chief Justice said the new judges deserved their appointment after going through rigorous recruitment process and advised them to bear in mind that justice could only be rendered according to law and not other considerations.

"The administration of justice is not about knowing anybody but the enforcement and protection of legal rights and interest of litigants vested in the law and it is about due process," she said.

She said justice was not anchored on friendship, kinship or fellowship but on the law and urged judicial officers to apply the law impartially, giving each person who appeared before them a free and unprejudiced hearing.

She advised judges not to engage in the conduct that would dent their integrity, adding that any conduct that was inimical to the judicial service would not be tolerated.

"Being independent does not mean that members of the Judiciary have free rein to do as they please as the judiciary must be accountable to the sovereign people of Ghana on whose behalf they exercise judicial power," she said.

Mrs Georgina Wood advised the new judges to serve the nation with all their heart and soul as the oath of allegiance required such commitment.

Mrs Marietta Brew Appiah Oppong, the Minister of Justice and Attorney General urged the judges to conduct themselves well and also to be impartial in their decision making.

She urged family members of the new judges to lessen their pressure especially the financial ones on the judges as that could compel them to compromise on their work.

Mr Stephen Abuma, the Chief of Justice of Uganda who is on a visit to Ghana with his delegation urged the new judges to have people in mind as justice emanated from them.

Qatari Shipyard Delivers Tugboat in Large Milaha Contract: Qatari shipbuilder Nakilat Damen Shipyards Qatar (NDSQ) say they have delivered to Milaha the 32m-long tug 'Semesma', the eleventh vessel built in the State of Qatar by NDSQ to be utilized by Milaha at

the Port of Mesaieed.

ASD tug Semesma has a bollard pull of 80 tons and will be used for escorting vessels visiting the Port of Mesaieed. The tug is 32m long with a beam of 13m and has been equipped for offshore towing, firefighting and pollution control.

Semesma is part of a 19-vessel order for Milaha that NDSQ is completing at its facilities at Erhama Bin Jaber Al Jalahma Shipyard in Ras Laffan. Prior to the delivery of this vessel, NDSQ had delivered to Milaha three 28m-long Azimuth Stern Drive (ASD) tugs, each with a 55-ton bollard pull; one service boat capable of speeds up to 20 knots; and six 10-ton mooring / tug boats, all built in the State of Qatar.

Upon the occasion of Semesma's delivery HE Sheikh Ali bin Jassim Al Thani, Milaha Chairman and Managing Director said: "Milaha is proud to have partnered with QP, Nakilat and NDSQ

on this 19-vessel order. The ongoing expansion of the State of Qatar's ports infrastructure and services is vital to the country's economic growth, and there is a need to modernize the fleet and enhance service levels to support this expansion. These additions to our harbor fleet reflect Milaha's commitment to play an important role in the development of the State of Qatar's ports and transport sector."

NDSQ is a joint venture between Nakilat and Dutch shipbuilder Damen and is based at Erhama Bin Jaber Al Jalahma Shipyard in the Port of Ras Laffan, the State of Qatar. NDSQ began operations in 2010 and builds ships in steel, aluminum and fiber reinforced plastic (FRP), up to 170m in length.

Pirates Hijacked Tanker Off Angola, Stole Cargo - Owners: The Greek owners of an oil tanker that vanished off the Angolan coast on Jan. 18 said on Sunday that pirates had hijacked the vessel and stolen a large quantity of cargo, contradicting the Angolan navy's denial that such an assault took place.

Greece-based Dynacom, owners of the 75,000 deadweight tonne Liberian-flagged tanker MT Kerala, said it had managed to contact crew on the vessel who reported the pirates had left.

"Pirates hijacked the vessel offshore Angola and stole a large quantity of cargo by ship-to-ship transfer. The pirates have now disembarked," the company said in a statement.

It did not provide any further details on the attack or the ship's current location but added that all crew were safe.

Dynacom's version of the events contradicted an account from the Angolan navy, which alleged the crew had turned off the ship's communications to fake a pirate attack.

Captain Augusto Alfredo, spokesman for the Angolan navy, told Reuters earlier on Sunday that the ship had been located in Nigeria and that reports of a hijacking were false.

The reports raised concern that piracy off West Africa was spreading south from the Gulf of Guinea, near Africa's biggest oil producer Nigeria, where most hijacking gangs are believed to originate.

Pirate attacks jumped by a third last year off West Africa. Any attack off Angola, which is the continent's No. 2 crude producer, would be the most southerly to date.

"It was all faked, there have been no acts of piracy in Angolan waters," Alfredo told Reuters. "What happened on Jan. 18, when we lost contact with the ship, was that the crew disabled the communications on purpose."

Alfredo declined to comment on how the navy had established the behaviour of the MT Kerala's crew, saying only that other authorities may provide further details later. He also would not be drawn on the crew's possible motivation but said the ship was due to finish a time-charter contract for the Angolan state oil firm Sonangol on Feb. 12.

Sonangol said on Friday the MT Kerala had 27 crew, all of them Indian or Filipino.

Alfredo said a tugboat had contacted the tanker in Angolan waters and then led it to Nigeria. The tugboat was a replica of one involved in a pirate attack off Gabon last year, he said.

An SOS raised by another tanker in Angolan waters saying it was under attack from pirates on Friday was also a false alarm, he added.

"The navy and the air force went to the location and did not find any signs of an attack. We want to know if this was a diversion tactic and will remain alert as there may be some forces manoeuvring behind these acts," Alfredo said.

Live Export Ship Breaks Down: The Wellard-owned and operated MV Ocean Drover is continuing its journey to the Aqaba Gulf after a main engine malfunction was rectified by the vessel's on-board engineers.

The vessel's master had stopped the vessel for 72 hours to give the engineers sufficient time to assess and rectify the problem and test the repair.

Importantly, the provision of feed, water and ventilation to the 42,000 sheep and 6,000 cattle on board the vessel were unaffected by the mechanical issues due to the redundancy provisions built into the ship to protect and enhance animal welfare.

The vessel continues to experience calm seas, low humidity and daytime temperatures of 27C, well below the 35-40C the livestock experienced in their paddocks before being transferred to the vessel.

Wellard notified both the Australian Maritime Safety Authority and the Department of Agriculture so they are aware of the mechanical issue and their rectification by the company.

The MV Ocean Drover (formerly the MV Becrux), was commissioned in 2002 and is the world's largest, purpose-built livestock carrier, with advanced ventilation, feed and water systems.

The vessel is capable of transporting 75,000 sheep or 18,000 cattle to major markets around the globe. The vessel celebrated its 100th voyage in June 2010. It has visited ports in Jordan, Saudi Arabia, Malaysia, Indonesia, Mexico, Oman, Qatar, Bahrain, United Arab Emirates, Kuwait, Turkey, China and Russia, and loaded from Townsville, Darwin, Wyndham, Broome, Geraldton, Fremantle, Adelaide and Portland in Australia plus New Zealand, United States and Brazil.

Italian Marines Will Not Face Death Penalty: Two Italian marines accused of killing two Indian fishermen will not face the death penalty, India's attorney general said on Friday, the latest twist in a case that has tested relations between the two countries.

The sailors, part of a military security team protecting a cargo ship, say they mistook the fishermen for pirates and fired warning shots into the water during the incident in February 2012 off the coast of the southern state of Kerala.

Massimiliano Latorre and Salvatore Girone deny killing anyone or aiming directly at the fishing boat. They are on bail but cannot leave India.

The Supreme Court ruled in January 2013 that a trial would take place in India but charges have not yet been filed, partly because of confusion regarding which law the men should be prosecuted under.

On Monday, the Supreme Court pushed for a final decision from the Indian government on whether the men will be charged under maritime security legislation - an anti-piracy and anti-terrorism act that metes out capital punishment to those who kill someone in their bid to throw a ship off course.

Attorney General Goolam E. Vahanvati told Reuters the men would be tried under the law but the Home Ministry had withdrawn the death penalty as a possible sentence.

The Home Ministry, which must sanction use of the law because it is an anti-terrorism act, declined to comment.

"This is still using an anti-terrorist law and calling these men terrorists," said defense lawyer Viplav Sharma. "This is absolutely unacceptable."

It was also not clear whether the government could opt to sanction some clauses in the law but not others, Sharma said.

Italian President Giorgio Napolitano last week called India's handling of the case "contradictory and confusing". Prime Minister Enrico Letta enlisted the European Union, which opposes the death penalty, to put pressure on India.

LNG - Who Cares?: You say you don't work on an LNG ship? You should care nevertheless.

Just ten years ago, LNG Import terminals were being built and/or contemplated throughout the United States. Then, it was widely expected that Liquefied Natural Gas (LNG) imports would account for a large percent of the energy consumption in the US. Fast forward 10 years and we find that industry has made a complete 180 degree turn around. Instead of the US being one of the world's greatest importers of LNG, it is more than likely that the United States

will one way be one of the major exporters of this frigid liquid. This is due, in part, to the vast quantities of natural gas that can be released in the relatively new process of Hydraulic fracturing, a process of creating fissures in underground formations that allows natural gas to flow.

The LNG industry in the US will experience a slowdown as import facilities go through the approval process and are re-built to become export terminals. Many new export facilities are also planned.

But what about the title of this article? If you work in the marine industry and are not directly involved in the import or export of LNG, why should you care about this product? Pollution controls and restrictions on the marine industry are mandating a reduction of pollutants and greenhouse gas in the exhaust of marine vessels. This environmental concern along with the relative cost effectiveness of LNG will mean its use in fueling marine vessels will be probably be widespread, within in a few years. Hence, no matter what type of workboat on which you operate, there is a good chance that you may be working with or around LNG.

On the Horizon

"MARINE WAVES"(International Maritime Newsletter)
CHENNAI – 600 090, INDIA.
Ph: +91-44-42018982

REGISTERED OFFICE

Edited and Published at
M107/5, Kalakshetra Colony,
29th Cross Street, Besant Nagar,
Chennai - 600 090, INDIA.
Ph : +91-44-42018982

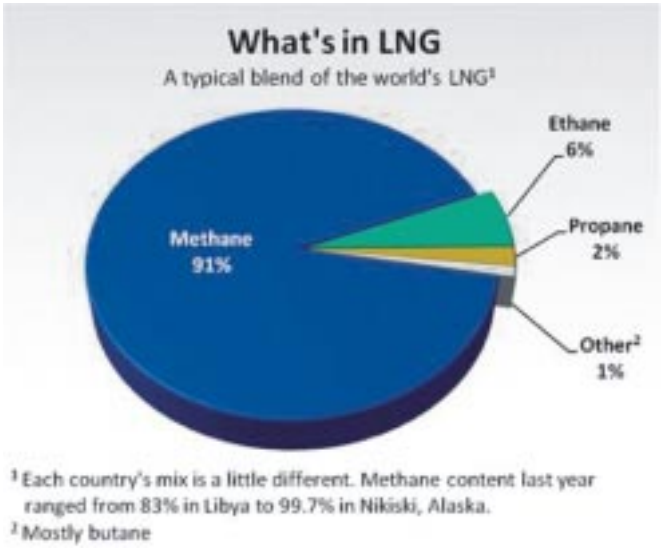
OVERSEAS ASSOCIATE – E.U. COUNTRIES

Dr. Swarna Prasad, M.Sc., PhD.,
14, Collins Close,Chandler's Ford, Eastleigh, SO53 4HS, Hampshire, England, U.K.
PhoneL(L/L). +44 2380 253367.

E-mail: seafarersman@indiatimes.com
chandranpeechulli@gmail.com

Website: www.themarinewaves.com

LNG is coming on the water on this side of the pond - that much is certain. Harvey Gulf International Marine has ordered the first of at least six liquefied natural gas-diesel dual fuel offshore supply vessels and may order as many as 10. Tote's recently announced plans to build the first container ships to use LNG as a "primary" fuel source and the Matson contract With Aker Philadelphia Shipyard for Two New "Aloha Class" dual fuel powered Containerships will lead the way for others to dips their toes into the water. But, even if your



own vessel is not powered by LNG, you may still be in close proximity to this type of fuel. LNG bunkering facilities and bunkering vessels are also in the works. Away from the marine environment, many trucking companies, railroads, factories, and power plants are also investigating the use of LNG.

Physics & Firefighting

LNG is the cleanest burning fossil fuel and is the liquid form of natural gas. It is reduced in size 600 times as it is cooled to minus 260 degrees Fahrenheit (-160 C) which makes it cost effective to ship. It is lighter than water and also lighter than air (after warming). A colorless and odorless liquid, it is stored and shipped at atmospheric pressure. Due to its clean burning properties, LNG may extend engine life and engine performance may be increased. For most workboat operators; gasoline or diesel fuel is still the fuel of choice. Blue water sailors may (still) be working with heavier bunker fuels. In all cases, these mariners have been trained to handle fuel fires with foam, CO2, Halon, and water.

LNG requires a change in thinking. Dry Chemical is the extinguishing agent of choice if the fire is to be extinguished. Once LNG reverts back to a gas it is the same natural gas marketed for home use, except that it is virtually odorless because all impurities have been removed prior to liquefaction. If extinguished, the remaining liquid will continue to vaporize into an odorless and colorless natural gas. If it accumulates in a confined space and finds a source of ignition it could explode. LNG will not explode when unconfined. For that reason alone, and when feasible, it may be best to allow the fire to consume the LNG while protecting and cooling exposures.

Those working directly with the LNG transfer during bunker operations you will need to know much more about the product and the bunkering process. LNG is almost pure methane. Prior to any bunkering several steps will need to be taken to ensure that the transfer lines are purged of contaminants and cooled. Remember, LNG is a cryogenic liquid meaning that it is super-cooled to -260 F. At that temperature the liquid would cause severe injury to any exposed flesh that it contacts. It would also cause any common steel to become brittle. For this reason, all piping for LNG transfer and fuel lines within an LNG powered vessel must be made of stainless steel or high nickel content steel. The piping itself will not only be made of these special alloys, it will have to be of a special design in certain areas of the vessel.

The International Maritime Organization (IMO) will be issuing regulations regarding LNG fueled vessels in the near future but for now the "Interim Guidelines" call for specific pipe design in various areas of a vessel. In certain areas, the fuel lines will need to be doubled walled with either an inert gas present in the outer chamber or air circulation through this chamber.

There will be many new fuel handling procedures as well as new types of equipment with which the vessel's engineer must become familiar. There will be numerous safety and emergency shutdown systems installed which should stop the fuel transfer immediately if any of the redundant precautionary systems detect an emergency or are not operating properly.

Training & Regulations

It is being suggested that several different levels of training be provided for all members of the crew aboard an LNG powered vessel. Just what this training will consist of and how it will be provided will be decided in the very near future. To be sure, at the very least, all crew members will have to know the properties of the fuel which is going to propel their vessel. But, LNG powered vessels are so new that the regulations and design specifications are struggling to keep pace with new innovations and technologies. As the IMO works on "interim guidelines" with hopes of issuing final guidelines next year, so too is the U.S. Coast Guard is being tasked with approving new LNG powered vessel designs. While permanent guidelines are being worked out, each new request for an LNG powered vessel design is being handled on a vessel by vessel approval process.

Still to be hashed out completely be the location of any LNG storage tanks aboard an LNG powered vessel. Some designs are proposing locating these tanks below accommodation spaces whiles others want this area excluded. Separately, LNG powered vessels in Norway, which have been operating LNG powered vessels for several years, have some of the LNG fuel tanks in that location. For those with security concerns, the location of LNG tanks on an exposed, open deck might signal an inviting target for terrorists. LNG transport vessels have, in the past, been able to rely on the safety of their double hulls. Arguably, though, a Rocket Propelled Grenade (RPG) might breach an LNG tank but would not cause an explosion. More likely, it would ignite any leak and just burn at the source of the leak. On smaller LNG powered vessels will this still be the case and will the crew and passengers be at risk as the leak burns.

As the use of clean LNG as a fuel for vessels, locomotives, power plants, trucks, and cars ramps up, this is an exciting time in the history of marine propulsion. From oars to sail, to wood, to coal, to diesel and bunker fuel, and now to LNG, the prospects for a significantly cleaner and more efficient

maritime industry are bright. For its part, the new IMO regulations will address safety concerns as the maritime industry embraces this new era in energy use. LNG enjoys an unprecedented safety record on the water. That said; and regardless of where you are on the waterfront - ashore, afloat or training to get there - greater awareness of LNG is needed.

(As published in the January 2014 edition of Marine News - www.marinelink.com)

Supreme Court Dismisses Cruise Case: Lawsuit Filed Against Carnival Cruise Lines Thrown Out of High Court: The state Supreme Court dismissed a lawsuit alleging Carnival Cruise Lines' operations in Charleston are unlawful or a nuisance to citizens.

In the South Carolina Supreme Court opinion published this morning, the Court stated, "Lacking from these allegations is any claim that the Plaintiffs themselves or their members have suffered from a particularized harm...These allegations are simply complaints about inconveniences suffered broadly by all persons residing in or passing through the City of Charleston and therefore, Plaintiffs fail to establish the first element of standing."

The opinion concluded that the Plaintiffs' lack of standing did not provide the fundamental prerequisites required for the Court to consider other issues, and it granted the

Petitioners' motion to dismiss.

"This was an unprecedented lawsuit brought against a global brand and customer of our port," said Jim Newsome, president and CEO of the South Carolina Ports Authority (SCPA). "Given the public interest in this case, we are gratified that the State Supreme Court, in its original jurisdiction, affirms that Carnival has been operating responsibly and lawfully in Charleston at Union Pier Terminal."

The SCPA and the City of Charleston, which joined the lawsuit on Carnival's behalf in mid-2011, petitioned the South Carolina Supreme Court to take the case in its original jurisdiction. The Court agreed in January 2012 to take the case and later appointed Circuit Court Judge Clifton Newman to hear the SCPA's and the City's motions to dismiss.

"We have contended from day one that this was an improper lawsuit and an assault on jobs and economic growth all across our state," said SCPA Chairman Bill Stern. "Clearly, the Supreme Court gave thorough consideration to the issues and concluded that they were indeed without standing."

"Cruise ships represent the diversification of the port's business and are a vital component of our statutory mission to develop maritime commerce," Newsome said. "With this legal challenge decided, we look forward to continuing to welcome cruise ships to our port, in scale with the city and pursuant to our voluntary cruise management plan, which has the approval of Mayor Riley and City Council. Additionally, we hope to renew long-term contract discussions with Carnival that were almost finalized when this lawsuit was filed nearly two years ago."

Carnival began home-porting its ship, the Fantasy, at the SCPA's Union Pier Terminal in May 2010, offering 5- and 7-day embarkation cruises from the Holy City.

Union Pier hosted 88 cruise ships that carried 188,082 passengers during 2013, and current plans call for 88 cruise ships to visit Charleston this year.

In the fall of 2009, the SCPA began a public engagement and planning process for the cruise terminal facility, enlisting the help of world-renowned firm Cooper Robertson and Partners. After more than 100 meetings with external stakeholders and neighborhood groups, the resulting Union Pier Concept Plan called for a new cruise terminal on the north end of Union Pier Terminal. This relocation allows for the unprecedented opportunity to redevelop 35 acres of waterfront property in the heart of downtown Charleston for non-maritime, mixed-use development, including new public access to the water's edge.

With the state permit in hand and ongoing dialogue with the Corps regarding the federal permit, the SCPA will continue to move forward with relocating Charleston's cruise terminal from its current location near the end of Market Street to an existing structure at the north end of Union Pier Terminal.

Arctic Standards Development Moves Ahead: Improving and updating Arctic design standards for material, equipment, and offshore structures for the petroleum, petrochemical and natural gas industries.

Seventy representatives from seven countries met for two days in St. John's, Newfoundland and Labrador in early October to further the creation of standards for resource development in the Arctic. The countries represented included Canada, UK, France, Italy, Norway, Netherlands, and Russian Federation. It was the third annual meeting of the International Organization for Standardization's (ISO's) Technical Committee on Arctic Operations (ISO TC 67 SC8) which focused on advancements in standards with regard to (1) ice management (led by Canada), (2) escape, evacuation and rescue (Russia), (3) environmental monitoring (Russia), (4) working environment (Norway), (5) land extension and Arctic islands (Netherlands), (6) Arctic materials (Russia), and (7) physical environment (Norway). This technical committee is a follow-up to ISO 19906, which established Arctic design standards for material, equipment, and offshore structures for the petroleum, petrochemical and natural gas industries.

Out in Front

Recalling his first involvement in an ice management program in the Arctic in 2000-2001, Stephen Green commented on the current push to develop operations standards. He is Canadian chair of the ISO Canadian Mirror technical committee and general manager of Provincial Aerospace's Environmental Services Division in St. John's. "Now, with better technology,"

Green said, "we are in a position to more effectively utilize oil and gas reserves, and with the reduction in Arctic ice, there is a commercial opportunity for shipping using the northern sea routes. The Arctic train is leaving the station," he observed, "and you can't stop it. You have three choices: You can either be on the train and influence its course, you can stay behind at the station, or you can be under the train." He added that the technical committee's focus is to be proactive and work together to develop standards for the protection of people, the environment, and assets. "Even if Canada decides not to drill in the Arctic," Green said, "there's drilling in western Greenland. We have an obligation to make sure that risk is minimized. When someone is drilling outside your borders, it becomes a global issue."

The International Oil and Gas Producers Association (OGP) has championed the development of Arctic standards since the committee was struck in 2011, noted Green. Industry representatives at the meetings included individuals from OGP, Husky Energy, Statoil, BP, Chevron, Shell, Gazprom (Russia), ENI (Italy), and TOTAL SA (France). Representatives from Petroleum Research Newfoundland & Labrador, Canada-Newfoundland and Labrador Offshore Petroleum Board, BN Petrole AFNOR (France), and the Petroleum Safety Authority (Norway) also participated in the meetings, as did the Canadian Standards Association and Standards Norway.

The technical committee convenes plenary meetings twice a year. The first meeting was in Moscow in November 2012, the second in Rotterdam in April 2013, and the next meeting will be in Paris in April 2014. The work groups continue to collaborate between meetings.

Progress & Planning

On October 2, the work groups with representatives from each country reviewed their progress to date, outlined the work that needs to be completed, and began to develop work plans. Votes were cast in a plenary session on October 3, with each country having one vote. "Bringing together international experts face to face is an essential part of the international standards development process," said Paul Steenhof, project manager for CSA Group (Canadian Standards Association). "By meeting together, we're able to start developing the work plans. This often occurs through a negotiation process where face-to-face time is critical." Once a New Work Item has been accepted by the Subcommittee, the standard for that item is typically scheduled to be completed in three years, said Steenhof. If a four-year development track is required, ISO is notified.

The Ice Management standard, for example, is set to be finalized by the end of June, 2016. Stephen Green is vice-chair of the ice management work group (Robin Browne of Chevron Canada is chair), which encompasses ice, currents, meteorology, and icebreaking and ice management operations utilizing remote sensing, aircraft sensor, and radar data. Their work will culminate in the creation of a manual that will include checklists that oil companies will use in the development of their ice management plans.

António Simões Ré who is Canadian vice-chair of the ISO technical committee and also working group lead of the escape, evacuation, and rescue work group, likened the decision making process to that of the United Nations. "Countries have different approaches to legislation," he said. "For example, traditionally, the Russians tend to be more prescriptive while Canadians are more oriented towards performance-based, so you have to work through that." Simões Ré, who is a senior research engineer at the National Research Council of Canada's Ocean and Coastal Rivers Engineering facility in St. John's, noted that the biggest challenge for his work group is addressing the requirements of both onshore and offshore operations. Whereas winter conditions are severe in the offshore areas, onshore operations may benefit from temporary infrastructure such as ice roads which facilitate evacuation. He doesn't think the hazards and challenges of working at the different latitudes in the North can be addressed by improving on existing technologies.

"A step change is needed," said Simões Ré. "We need new ways of doing things, due to the remoteness and lack of infrastructure. The solutions will need to be more self-sufficient and robust." He foresees either the development of designs that are fitted for all hazards and conditions that work in all seasons-but that do not do anything exceptionally well-or multiple types of evacuation technology that will be tailored for each season. While Arctic operations won't provide a high-volume market for new technologies, Simões Ré sees this as an opportunity for companies to showcase their design capabilities, which will likely lead to applications in less challenging environments.

St. John's was chosen as the venue for the meetings in Canada due to the high concentration of harsh-environment expertise residents here. "This has been an opportunity for Newfoundland and Labrador to truly become the Arctic gateway," said Green. "If we can survive on the Grand Banks, it's a great testing ground for the Arctic." He added that Newfoundland and Labrador has the highest per capita involvement on the technical committee internationally.

Companies located in the province that were represented at the meetings include: Provincial Aerospace, AMEC Environment & Infrastructure, AKAC Inc., Iceberg Logistics Inc., Rutter Inc., Oceans Ltd., Oceanic Consulting, Deltaradar, and Virtual Marine Technology. OceansAdvance, the organization that represents the ocean technology cluster in the province, coordinated the event. "The entry of the International Organization for Standardization into the Arctic equation can be seen as a strong affirmation that the region is on the cusp of major development," said Les O'Reilly, executive director of OceansAdvance, "especially across the oil and gas industry, including the ocean technology sector." The National Research Council of Canada (NRC) on the Memorial University campus hosted the event. Financial and logistical support for the October meetings was provided by NRC. Atlantic Canada Opportunities Agency and the

Government of Newfoundland and Labrador's Department of Innovation, Business and Rural Development provided financial support, and the City of St. John's provided logistical support.

Bottom Line: Standards + Cooperation = Safety

Characterizing Canada's effort with regard to the technical committee, Green said, "When it comes to the Arctic, we have the federal and provincial governments and the private sector working together. We're all on the same oar, which does not happen in a lot of countries." Steenhof said the Arctic is "a huge priority"-not only because of its high concentration of natural resources, but also because of the necessity to ensure sustainable economic development as well as environmental protection-noting a recent protest by Greenpeace in the Russian Arctic. "I attended a meeting last week with senior representatives of oil and gas producers," he added, "and they emphasized the need for safe operations in the Arctic. Operational standards are of critical importance in this regard-to the oil companies in particular. They need the social license to operate in the Arctic, and standards help them achieve that."

Indonesia is Running Out of Oil: Indonesia's ANTARA News reports that a government official has stated that most of Indonesia's oil and gas supplies are almost exhausted and that increased consumption cannot be sufficiently overcome by the country's production.

"Most of our oil and gas supply is almost exhausted but we have been acting so far as if we still had a lot of oil and gas resources," Secretary of the Upstream Oil and Gas Regulator Special Task Force (SKKMigas) Gde Pradnyana reportedly stated.

Therefore, he noted that oil and gas exploration remains necessary because the remaining reserve is now only about 3.6 billion barrel. "The volume of our oil and gas reserves is very limited, and therefore we have to make an all out campaign for intensive exploration to increase the existing reserves," he said. The country faces three major obstacles: licensing, taxation and legal certainty, he said.

Indonesia's drop in output has turned what was once Southeast Asia's largest crude producers into a net importer of oil, leading it to withdraw from the Organization of Petroleum Exporting Countries in 2008.

The Jakata Post reports that Fahmi Radhi, a researcher from Gadjah Mada University's (UGM) Center for People's Studies, said the main problem in the country's oil and gas management was the government's policy to use oil and gas as export commodities, although Indonesia had been an oil importing country since 2004.

He says that the country's laws had opened opportunities for the trade liberalization of oil and gas, allowing foreign investors to dominate the domestic oil and gas sector when they should be treated as strategic commodities.

Darmawan Prasodjo, an energy economist from the Indonesian Democratic Party of Struggle's executive board, says Indonesia's heavy dependence on imported oil showed "Pertamina's failure in oil and gas management".

Earlier in January, Xinhua reported that the Indonesian government planned to revise downward its oil lifting (after sold) target this year due postponement of production in some wells and poor weather condition. The cut is expected to be around 820,000 barrels per day from 870,000 barrels per day.

Indonesia's proven oil reserves stand at 4 billion barrels and gas reserves at 104.71 trillion cubic feet.

Eni is planning to raise investment levels in Indonesia, reports Xinhua. Eni has invested about US$400 million in Indonesia since 2001 and has developed 13 blocks nationwide and the company holds promise for more blocks.

Container Throughput Jumps Globally: The Container Throughput Index of the Rheinisch-Westfälisches Institut für Wirtschaftsforschung (RWI) and the Institute of Shipping Economics and Logistics (ISL) has improved significantly in December from a revised 117.9 to 119.9. This is the highest value since the beginning of its publication two years ago. The December increase was the sixth in a row, indicating a rather pronounced expansion of international merchandise trade.

A large part of this revision is explained by a change of seasonal factors of the past months triggered by the inclusion of the December value. However, the current flash forecast for December is based on a sample of only 33 ports handling little less than half of the traffic represented in the Index. Therefore, the analysts expect a rather strong revision during its next calculation. Since RWI and ISL started publishing the index, it was revised by 0.6 per cent on average from the first flash forecast to its second publication.

The Index is based on data of 73 world container ports covering approximately 60 per cent of worldwide container handling. The ports are continuously monitored by the ISL as part of their market analysis. Because large parts of international merchandise trade are transported by ship, the development of port handling is a good indicator for world trade. As many ports release information about their activities only two weeks after the end of the respective month, the RWI/ISL Container Throughput Index is a reliable early indicator for the development of international merchandise trade and hence for the activity of the global economy.

Evergreen Ship Rescues Indian Seafarers in S. China Sea: The officers and crew of Evergreen Line's 7,024-TEU containership EVER SUMMIT successfully rescued sixteen Indian seafarers in the South China Sea on January 20.

EVER SUMMIT received a distress call at 2 p.m. from the BITU GULF, a Panamanian tanker, which was sinking. The containership was on route from Shekou, China to Tanjung Pelepas, Malaysia. The captain of EVER SUMMIT immediately ordered his crew to stand by for a rescue operation and made best speed to the location of the distressed vessel.

Upon finding the lifeboat of BITU GULF around 40 nautical miles off the coast of Vietnam, the crew of EVER SUMMIT acted promptly and successfully rescued all sixteen seafarers of the tanker at 4:35 pm.

The rescued seafarers received care on board EVER SUMMIT as the ship continued its voyage to Tanjung Pelepas. On completion of the rescue operation, Evergreen notified Lilly Maritime Pvt. Ltd, the owner of BITU GULF, to take responsibility for their crew in Tanjung Pelepas and arrange their repatriation.

EVER SUMMIT is one of Evergreen Line's S-type vessels with a capacity of 7,024 TEUs. The ship is currently deployed in the carrier's Far East-Middle East Gulf (APG) service.

On November 28, 2011 the crew of Evergreen Line's 1,164-TEU UNI- ASPIRE performed a life-saving mission south of Hong Kong and rescued a Korean seaman.

London P&I Club Spotlights Deadly Issue of Cargo Liquefaction: The London P&I Club says the lifting of an iron ore ban in India, together with the recent total loss of two ships, has put the spotlight once again on the problem of cargo liquefaction.

In the latest issue of its StopLoss Bulletin, the club says, "There are specific challenges involved in the export of iron ore fines from Indian ports during the monsoon season which can increase the moisture content of the cargo to levels where liquefaction can occur. This can result in severe loss of a ship's stability and, sometimes, in the vessel sinking. Other cargoes such as nickel ore are also prone to liquefaction.

"Last month, the Indian Supreme Court lifted the ban imposed in 2010 in Goa on the mining, storage and export of iron ore, and allowed the e-auctioning of 11.5m tonnes of excavated iron ore which has been lying unused since the ban was introduced. The process will be supervised by a committee set up by the court. A separate committee was also appointed to advise how much iron ore can be extracted each year, and it is due to report its recommendations by 15 February, 2014. It is likely that there will be an increase in iron ore loadings from that region.

"There have also been total losses in recent months of a ship carrying Indian iron ore fines and a second carrying nickel ore. Investigations into both cases are at an early stage to establish precisely the cause of the sinkings. There are currently no links between these incidents and the cargoes on board."

The London Club has issued a number of warnings about the dangers of cargo liquefaction, particularly in cases involving the carriage of iron ore fines and nickel ore from places such as India, Sierra Leone, Guatemala, Indonesia and the Philippines. It says, "Great care must be taken when handling these cargoes, and the rules governing them under the IMSBC Code must be closely observed. Ships can be offered cargo which is unsafe due to their moisture content being above the Transportable Moisture Limit. This can lead to liquefaction, and is a particular problem in locations such as parts of India, when the cargoes are exposed to monsoon rain.

"Owners who are considering carrying iron ore fines or nickel ore are strongly advised to contact the club early on, before concluding a fixture, to ensure that the risks and associated precautions are fully explored."

America's Tall Ship to visit Morehead City: The Coast Guard Cutter Eagle, America's Tall Ship and seagoing classroom for future officers in training, is scheduled to arrive March 26 in Morehead City, N.C.

From its homeport in New London, Conn., the cutter will sail along the eastern seaboard and transit through Morehead as part of its spring training for Coast Guard and National Oceanic Atmospheric Administration (NOAA) officer candidates.

Eagle's spring deployment is the first underway training for 2014 after the cutter completed a three and a half month dockside maintenance and a foremast overhaul at the Coast Guard Yard facility in Baltimore, Md.

At 295 feet in length, the Eagle is the largest tall ship flying the stars and stripes and the only active square-rigger in U.S. government service.

Constructed in 1936 by the Blohm and Voss Shipyard in Hamburg, Germany, and originally commissioned as the Horst Wessel by the German Navy, the Eagle was taken by the United States as a war reparation following World War II.

With more than 23,500 square feet of sail and six miles of rigging, the Eagle has served as a classroom at sea to future Coast Guard officers since 1946, offering an at-sea leadership and professional development experience.

A permanent crew of seven officers and 50 enlisted personnel maintain the ship and guide the cadets and officer candidates through an underway and in-port training schedule, dedicated to learning the skills of navigation, damage control, watchstanding, engineering and deck seamanship.

The cutter Eagle is scheduled to be moored in Morehead City March 26-30.

MV Cape Ray Departs: Chemical Effluent Will Not by Discharged in Sea: The U.S. Department of Defense announce that the deployment of 'M/V Cape Ray' from Portsmouth, Va. 'M/V Cape Ray' is the

primary contribution of the Department of Defense toward international efforts to eliminate Syria's chemical weapons material program.

All waste from the hydrolysis process on M/V Cape Ray will be safely and properly disposed of at commercial facilities to be determined by the OPCW. No hydrolysis byproducts will be released into the sea or air. M/V Cape Ray will comply with all applicable international laws, regulations, and treaties.

DofD explains that over the last several months, hundreds of government and contract personnel have worked tirelessly to prepare the vessel to neutralize Syrian chemical materials and precursors using proven hydrolysis technology. This achievement could not have been possible without these remarkable contributions.

The United States remains committed to ensuring its neutralization of Syria's chemical materials prioritizes the safety

of people, protects the environment, follows verification procedures of the Organization for the Prohibition of Chemical Weapons (OPCW), and with applicable standards.

The US Government adds that it considers that it is the responsibility of the Assad regime to transport the chemical materials safely to facilitate their removal for destruction. The international community is poised to meet the milestones set forth by the OPCW, including the June 30 target date for the total destruction of Syria's chemical weapons materials. The United States joins the OPCW and the United Nations in calling on the Assad regime to intensify its efforts to ensure its international obligations and commitment are met so these materials may be removed from Syria as quickly and safely as possible.

'A Sea Change in Standing Watch' Wins SNS Literary Prize: The Surface Navy Association (SNA) has presented its Literary Award for articles that address areas within Surface Navy or Surface Warfare and in 2013 it came to Capt. John Cordle, USN (Ret) and co-author Dr. Nita Shattuck for their article on watchkeeping and circadian-based alternatives.

'A Sea Change in Standing Watch,' published in the January 2013 issue of Proceedings, addresses the challenges and benefits of implementing a circadian-based watch schedule to improve the work-to-rest ratios of Sailors onboard Navy ships through two lenses; a Navy commander and a sleep expert at the Naval Postgraduate School (NPS).?

Inspired by a Proceedings article in 2000 highlighting a crew divided in half with each working 12-hour blocks, and no

stranger to fatigue as a career Surface Warfare Officer (SWO), Capt. Cordle explored various concepts and schedules to address the issue of sleep fatigue to improve morale. While in command of the USS San Jacinto (CG 56), his crew adapted a watchbill that fit the needs of the ship and individuals during a one-month training cycle.??"Everyone was in a stable 24-hour day, standing the same watch every day, and 9 hours off... to eat, sleep and PT," said Cordle. "The shorter watches... allowed for better focus and less fatigue."?

Similarly inspired by SWO students at the NPS who boasted "you sleep when you are dead," sleep expert Dr. Nita Shattuck worked with her students on projects to see how to bring visibility to fatigue among the Fleet and what could be done to address it.

"The major challenge in any watchbill is how do we schedule work and rest for Sailors in a consistent circadian cycle with factors such as traveling through various time zones and individual accountability. How do we make Sailors more responsible about sleep and not spend rest time on social media or playing video games?" Shattuck explained. "The culture of sleep deprivation within the military as a whole, especially with combat stress, is a known issue."??

One study conducted on the USS Jason Dunham continues to yield results for its crew. Cmdr. David Bretz has noted "We are still using the 3/9 rotation in most of our sections, and I just heard today several Sailors saying how they could never imagine going back. It has a number of benefits. The challenges still remain, but I think they need to be explored."??

The SNA Literary award was presented during the recent Awards Luncheon at the SNA National Symposium in Washington, D.C.

Wärtsilä to Shed 1,000 Staff in Global Efficiency Shake Up: The Group-wide efficiency programme is expected to lead to a reduction of approximately 1,000 employees globally, of which about 200 are planned to be in Finland, in a move to secure future profitability and competitiveness. Wärtsilä add that the reductions will impact all businesses and support functions.

The company explains that despite some signs of

improvement in market conditions, the business environment remains challenging. Vessel contracting activity is expected to remain at improved levels, but overcapacity and price pressure is still a concern. Uncertainties in the global economy have caused delays in power generation market activity. The service market development remains stable. The volatility in the market demand has increased and Wärtsilä is adapting its organisation to this reality. The synergies that were identified in the merger of the Ship Power and PowerTech organisations are also being implemented.

With these actions Wärtsilä says it seeks annual savings of EUR 60 million. The effect of these savings is expected to materialise fully by the end of 2014. The non-recurring costs related to the restructuring measures will be EUR 50 million. Of these costs EUR 11 million was recognised in 2013, as certain measures were initiated at the end of the year.

"In an environment of slow growth and intense competition, we must take steps to adjust our cost structure accordingly. Only by increasing the efficiency and flexibility of our organisation globally can we secure profitability and maintain competitiveness going forward. Unfortunately redundancies cannot be avoided," says Björn Rosengren, President & CEO.

The planned reductions are subject to consultation processes, which will be initiated in the affected countries according to local practices and legislation. The company will provide support and consultation as well as assistance in re-employment in the impacted countries.

At the end of 2013, Wärtsilä says it had 18,663 employees in nearly 70 countries globally.

Diana Containerships Post Q4 2013 Loss But Pays Dividend: Greece-based container ship owners, Diana Containerships Inc. in financial results for the Fourth Quarter and Year Ended December 31, 2013 report a net loss of $19.8 million for the fourth quarter of 2013, compared to net income of $0.3 million for the respective period of 2012.

The Company explains that the loss for the fourth quarter was mainly the result of $9.7 million of impairment charges for the vessel Sardonyx, and direct sale and other charges associated with the disposal of the vessel Spinel amounting to $12.2 million, without which the result for the fourth quarter of 2013 would have been net income of $2.1 million, while the earnings per share, basic and diluted, would have been $0.06 for that quarter.

Time charter revenues, net of prepaid charter revenue amortization, were $15.5 million for the fourth quarter of 2013, compared to $14.6 million for the same period of 2012.

Year ended December 31, 2013 results

Net loss for the year ended December 31, 2013 amounted to $57.3 million, compared to net income of $6.0 million for the same period of 2012. The loss for the year ended December 31, 2013, was mainly the result of impairment charges and direct sale and other charges totalling $58.8

million for the vessels Madrid, Malacca, Merlion, Spinel and Sardonyx, without which the result for the year would have been net income of $1.5 million, while the earnings per share, basic and diluted, would have been $0.04 for the year.

Time charter revenues, net of prepaid charter revenue amortization, were $54.0 million for the year ended December 31, 2013, compared to $56.6 million for the respective period in 2012.

Dividend Declaration

The Company has declared a cash dividend on its common stock of $0.15 per share with respect to the fourth quarter of 2013. The cash dividend will be payable on or around March 19, 2014 to all shareholders of record as at March 4, 2014. The Company adds that it has 35,335,050 shares of common stock outstanding...

China Shipyard to Build Two PSV's: COSCO Corporation inform that two contract options for the construction of two platform supply vessels (PSV) at their COSCO (Guangdong) Shipyard have been declared effective.

The option contracts, valued at approximately US$60-million, were from a Singapore based company.

COSCO add that barring any unforeseen circumstances, the option contracts are not expected to have a material impact on the net tangible assets and earnings per share of the Company for the year ending 31 December 2014.

About COSCO Shipyard

Founded in June 2001, COSCO Shipyard Group Co., Ltd, which is a subsidiary of China Ocean Shipping Company (COSCO), is a large enterprise groups, specializing in large vessels building, marine engineering, construction and conversion, and providing services in ship repairing. The group has shipyards in Dalian, Nantong, Zhoushan, Guangdong Province, Shanghai, Lian Yungang and other places.

First Indian built floating dry dock by Katale Shipyard:

Katale Shipyard steps into a sea of opportunities with its indigenously built floating dry dock which will greatly meet the heavy demand for ship repairs from vessels operating on the Indian offshore and the coast.

The first floating dry dock to be built in India, at Katale Shipyard Pvt. Ltd., is ready and will be commissioned by end of March this year. The dry dock to be situated on the bank of Jaigad creek in Ratnagiri district on the West coast of India has a load capacity of 1800 tons, will be able to repairs ships of 100 mtrs length or two vessels of 40 mtrs simultaneously.

"Built at a cost of around $ 4 million this size of the floating dry dock is suitable for all offshore supply vessels, tugs, barges, mini bulk carriers and also for coast guard vessels operating on west coast of India in large number," stated Sr. Manager Arvind Gupta who has been involved with the construction of this dry dock from the very beginning. "The opportunities in India for ship repairs are immense. We expect our dry dock to be continuously engaged with repairs. With the construction of the floating dry dock being completed it will be launched into waters and the operations will be done in the deep water available alongside. Katale Shipyard aims at becoming a world class shipyard and will serve the shipping requirement of the mercantile marine, offshore sectors of India."

Giving details he informed that considering each vessel takes 10 to 15 days time for docking survey in dry dock; this facility will provide services for 2 or 3 ships per month and thus approx. 24 to 30 ships per year. The floating dry dock will be a big boon for repairs and maintenance including, engine overhauling for main engine & generators, complete vessel sand blasting & painting, shaft & propeller replacing , alignment, engine alignment and underwater area sand blasting & anti-fouling, besides others jobs.

Katale Shipyard is targeting mainly offshore and coastal vessels for which repairs facilities are hardly available in the country and ships have to go overseas to undertake the mandatory repairs. Every vessel requires docking survey and under water area inspection twice in the span of five years of operation as per rule requirement. As now it is need of the time to provide dry dock facility for the vessels operating on west coast Katale Shipyard are inducting this facility at an opportune time.

Katale shipyard is spread on a 20 acre land and has nearly 490 mtrs long water frontage having 6 to 8 mtrs deep water close to shore line.

The company is involved in construction of new building including barges, pontoons, yachts, and fishing boats. Besides, it also makes wooden dhow, pleasure boat of teak wood and hopper barges among others.

At present the company also has a multipurpose terminal and provides cargo service. This terminal is made for loading bulk cargo into barges and mini bulk carriers for coastal and export shipments. Loading rate 600 ton per hour is achieved while loading cargo into barges at this terminal. Export shipment of 39717 tons lateritic cargo is handled from this terminal successfully.

Khalifa Port Receives New STS Cranes:

Abu Dhabi Terminals (ADT), the manager and operator of Khalifa port container terminal informs that the terminal has received a new batch of 3 of the world's largest and most modern ship-to-shore (STS) quay cranes.

The Super Post Panamax quay cranes were produced by Shanghai Zhenhua Heavy Industry Co. Ltd. in China at a cost of US$28-million, and were transported by ship to Khalifa Port's container terminal (claimed to be the first semi-automated container terminal in the region). Just one of these STS cranes is 126.5 meters high and weighs 1,932 tons. It has an outreach

of 65 meters (22 containers) and a lifting capacity of 90 tons.

Commenting on this occasion, ADT's chief Executive officer Martijn Van De Linde says: "ADT is taking a leading role in facilitating the continuous growth of trade between Abu Dhabi, the UAE and the world. This substantial infrastructure investment significantly increases port capacity and enables Abu Dhabi's continued economic growth. Khalifa Port Container Terminal will not only accommodate the rapidly growing container traffic in Abu Dhabi, but also serves as an 'enabler' for new business generated by Khalifa Industrial Zone Abu Dhabi (Kizad), which aims to be one of the largestindustrial zones in the world."

ADT adds that more than 1.3 million TEUs have now been handled at Khalifa Port container terminal, since it opened commercially in September 2012. In December more than 100,000 TEUs passed through the port in just one month. These are very significant figures for KPCT and the highest number of containers ever handled in one month in the Emirate.

Khalifa Port is located on 2.7-sq-km of reclaimed land situated 4.5 km off the coast of Taweelah, a site 60 km north of the city of Abu Dhabi and 75 km south of Dubai. The port is located within an hour's drive of a number of other major transport and logistics centres, including Abu Dhabi

International Airport, Dubai International Airport. With a 4 km quay wall and 18 metres draft, Khalifa Port is capable of handling the largest ships in the world.

Navy Rescue Fishing Vessel Crew, Prevent Guam Wreck Pollution: Sailors from Helicopter Sea Combat Squadron (HSC) 25 conducted a search and rescue operation and rescued 10 fishermen from a sinking commercial fishing vessel that ran aground in Apra Harbor near Spanish Steps, Guam. Subsequently Navy personnel removed environmentally hazardous materials from the wreck.

"Through the efforts of HSC-25 and the U.S. Coast Guard, we were able to successfully meet our first priority, which was to rescue the crew members," said Capt. Mike Ward, commanding officer of Naval Base Guam.

The U.S. Navy, in partnership with other federal and local agencies, then removed heavy oil, diesel fuel, and batteries

from the grounded Japanese commercial fishing vessel Daiki Maru 7 in outer Apra Harbor.?

Approximately 100 gallons of lubrication oil, 50 gallons of diesel fuel, 20 gallons of hydraulic oil and multiple marine batteries were safely removed significantly lowering the amount of major hazardous materials on board the grounded vessel. Divers also assessed the condition of the fiberglass diesel fuel tanks and determined that about forty percent of the total capacity of diesel fuel potentially remains on board. Environmental assessment teams on the shore determined that no sheen or residue has been found on the beaches near the vessel. ?

"The on-site team reached an important milestone today by safely removing the majority of the heavy oils and other hazardous materials off the vessel" said Dennis Siler, Naval Base Guam Operations Manager. "Given the close proximity to a very environmentally sensitive area, today's operations ensure the materials that could do significant damage are out of the picture and allow us to focus on the less hazardous diesel fuel and the salvage of the vessel."?

The unified command consists of representatives from Naval Base Guam, U.S. Coast Guard Sector Guam, Guam Environmental Protection Agency, and the responsible party. Other agencies that have been involved in all aspects of planning from the standup include Joint Region Marianas Operations, Naval Facilities Command Environmental personnel, the National Oceanic and Atmospheric Administration, Guam Fish and Wildlife Service, Cabras Marine and Osroco.

Old Propulsion Machinery Top Cause of Ship Detentions: 41% of all detentions in study due to deficiencies in propulsion and auxiliary machinery.

Preliminary results from the Concentrated Inspection Campaign (CIC) on Propulsion and Auxiliary Machinery, carried out between 1 September 2013 and 30 November 2013 in the Paris MoU region show that:

68 ships (41% of all detentions) were detained over the 3 month period as a direct result of the CIC for deficiencies related to propulsion and auxiliary machinery. Problem areas included the propulsion of the main engine, cleanliness of the engine room and emergency source of power/emergency generator.

In previous years deficiencies related to propulsion and machinery installations accounted on average for 7% of the total number of deficiencies within the Tokyo and Paris MoU´s, ranking number six in comparison with all the deficiencies by categories statistics. Reason enough for the Paris MoU to concentrate attention to this area during a CIC.

More than half (54%) of all CIC-topic related detentions involved ships of 20 years or more. This category had a CIC-topic related detention rate of 3.6%, which compares unfavourable to the overall 1.8% CIC-topic related detention rate.

"This outcome illustrates that wear and tear of propulsion and auxiliary machinery remains an issue, which should be adequately addressed by ship owners", says Richard Schiferli, Secretary General of the Paris MoU on PSC.

The CIC questionnaire was completed during 3,879 inspections on 4,126 individual ships. A total of 1,105 CIC-related deficiencies were recorded and 68 ships (1.8%) were detained as a direct result of the CIC. 41% of the detentions during the CIC-period were CIC-topic related.

During the campaign most inspections concerned general cargo/multi-purpose ships with 1,270 (33%) inspections, followed by bulk carriers with 805 (21%) inspections, container ships with 458 (12%) inspections, chemical tankers with 343 (9%) inspections and oil tankers with 272 (7%) inspections.

34 (50%) of the detained ships were general cargo/ multipurpose ships, 9 (13%) were bulk carriers and 9 were (13%) container ships. Among the other detained ships were 6 oil tankers, 4 chemical tankers and 3 refrigerated cargo ships.

Analysis of the recorded deficiencies shows that most deficiencies relate to propulsion main engine (20%), cleanliness of the engine room (18%), emergency source of power/emergency generator (12%) and emergency lighting/ batteries/switches (12%).

Most inspections were carried out on ships under the flags of Panama with 495 inspections, Liberia with 322 inspections, Malta with 317 inspections and Antigua and Barbuda with 246 inspections.

The flags with the highest number of CIC-topic related detentions were Tuvalu with 1 CIC-topic related detention during 1 inspection, Tanzania with 6 CIC-topic related detentions during 27 inspections, Curacao with 2 CIC-topic related detentions during 16 inspections and Togo with 4 CIC-topic related detentions during 35 inspections.

The CIC was a joint campaign with the Tokyo MoU. Others have followed the same routine during the campaign.

The detailed results of the campaign will be further analysed and findings will be presented to the 47th meeting of the Port State Control Committee in May 2014, after which the report will be submitted to the International Maritime Organization.

World's First LNG-Powered Tug Enters Service: M/T Borgøy, the world's first tug to be fuelled by the much more environmentally friendly LNG, designed by Norwegian Buksèr og Berging in-house team with the assistance of Marine Design in Norway, further developed by

Sanmar's modern shipyard in Istanbul, completed her sea trials successfully this month and started her maiden voyage on 14th of January.

The engines, propulsion package and LNG system has been delivered by Rolls Royce. Usage of LNG in this tugboat eliminates sulfur emissions, bring particulate matter emissions down close to zero and reduce the discharge of CO2 and NOx by 26 per cent and 80-90 percent respectively. She will be operated by Buksèr og Berging in Statoil's Kaarstoe Gas Terminal.

The tug is 35m long stern drive azimuth thruster tugs with a broad 15.4m beam and a bollard pull of about 65 tonnes. The design was developed by Buksér og Berging together with Marin Design and is a breakthrough for Rolls-Royce Bergen gas engines in the tug market, and for the new US35 thrusters in escort tugs. The unique engine performance characteristics in terms of response time, fuel consumption and low methane played an important role in the customer's decision to choose Rolls-Royce as their preferred supplier.

Two 1,705kW Bergen C26:33 6cyl in-line gas engines provide the tug's power. They drive two US35 azimuth thrusters of the latest design through a mechanical transmission. Rolls-Royce has also provided its Acon control system and monitoring for the gas system together with propulsion system engineering, and the AGA Cryo single LNG tank plus gas supply based on two coldboxes. The system is designed for weekly bunkering intervals and bunkering time is estimated to be 45 minutes.

LR Warns: Ship In Danger to Break Apart: Fifty days on, the maximum bending moment for the chemical carrier Maritime Maisie exceeds estimated damage strength limits. The ship will be in danger of breaking up if subjected either to worsening weather or a long ocean tow.

Lloyd's Register's Ship Emergency Response Service (SERS) has been working with the shipmanagers of Maritime Maisie, Singapore based, MSI Shipmanagement, to develop a plan to best manage the casualty and help ensure the ship can be taken to a secure anchorage where the remaining cargo can be transferred safely.

Maritime Maisie was opened to the sea well above and below the waterline (see picture) in way of cargo tanks four and five following the collision with the pure car and truck carrier Gravity Highway off Busan on December 29, 2013. The

combination of the collision damage and fire has severely weakened the local and global structural strength of the ship. The prolonged exposure to swells of up to four metres may also have contributed further damage and continued exposure will only make this worse.

It has been 51 days since the collision and a month since the fire was extinguished. Now the maximum bending moment (see notes) for the Hong Kong flagged Maritime Maisie exceeds estimated damage strength limits.

Following new data and images from the ship, there is a growing concern for the structural integrity of the tanker. Thus, the call for the Port of Refuge is most critical.

In planning for this worst eventuality, MSI Shipmanagement had requested Lloyd's Register to investigate the survivability of the ship should the hull girder fail and break in two, including the effects of escalation by failure of exposed bulkheads. Calculations show that immediately following a structural failure, both halves of the ship will remain floating upright.

If sheltered water can be found then further calculations have demonstrated that the ship's remaining cargo can be offloaded without exceeding estimated strength limits.

"Continued exposure to seas will weaken the ship's structure – at some point it is likely to fail," commented Wijendra Peiris, SERS Team Leader, Lloyd's Register. "Maritime Maisie needs to be taken to a safe haven and offload its cargo – as soon as possible. We would be very concerned if the ship is towed for a lengthy period in the open ocean or remains where she is for an extended period."

The ship was carrying 30,000 metric tonnes of cargo. It is estimated that about 4,000 mt of cargo was lost to the sea, atmosphere or was consumed by fire.

Maritime Maisie has been enrolled in Lloyd's Register's SERS programme since 2007.

MOL Pays $1.275 Million Penalty: The Federal Maritime Commission announced a compromise agreement reached with Mitsui O.S.K. Lines Ltd. (MOL) and its corporate affiliate, Nissan Motor Car Carrier Co. (NMCC). Mitsui O.S.K. Lines Ltd., is a vessel-operating common carrier based in Japan. As a separate line of commerce, MOL and NMCC operate pure car carriers (PCCs) and roll on/roll off (RO/RO) vessels in U.S. inbound and outbound trades. Under the agreement, MOL agreed to pay $1,275,000 in penalties.

The compromise agreement resolved allegations that MOL and NMCC violated section 10(a) of the Shipping Act, 46 U.S.C. § 41102(b), by acting in concert with other ocean common carriers with respect to the shipment of automobiles and other motorized vehicles by RO/RO or specialized car carrier vessels, where such agreement(s) had not been filed with the Commission or become effective under the Shipping Act. The compromise also addressed related activities and violations arising under such carrier agreements. Commission staff alleged that these practices persisted over a period of several years and involved numerous U.S. trade lanes.

Federal Maritime Commission Chairman Mario Cordero stated, "This is the second public announcement in recent months of Commission enforcement action against parties who fail to file carrier agreements. We take seriously our statutory responsibility under the Shipping Act to protect the shipping public and to ensure that agreements affecting carrier working relationships in the U.S. trades are properly filed and reviewed by the Commission."

In concluding the compromise, MOL and NMCC agreed to provide ongoing cooperation with other Commission investigations or enforcement actions with respect to these activities. The carriers did not admit to violations of the Shipping Act. Staff attorneys with the Commission's Bureau of Enforcement negotiated the compromise agreement.

LNG Tugboat Re-Fuels in Zeebrugge, Belgium: Claimed by the Port of Zeebrugge to be the world's first LNG fuelled tugboat, the M/T Borgoy was refuelled recently in the Belgian coastal port in a tanker truck to ship (TTS) operation.

The Port informs that this tugboat emits nearly 30 percent less CO2 and up to 90 percent less NOx and fine dust than conventionally-powered tugs. She is the first of two identical tug boats ordered by the Norwegian BUBE (Buksér og Berging AS) and was constructed in the Sanmar shipyard in Turkey.

M/T Borgoy called at Zeebrugge on her way to take up a long-term operational contract for Statoil in Norwegian waters based in Karsto.

Joachim Coens, CEO Port of Zeebrugge commented: "This bunkering operation is of the greatest importance to the port of Zeebrugge. Firstly, we can be proud that BUBE has chosen Zeebrugge to perform this operation. Secondly, it is a confirmation of the time and effort we?ve invested in becoming a first mover in LNG bunkering. We?'ve started up several projects with different parties which are all in very different stages of development. To see this project performed successfully is very gratifying.?"

Background to LNG bunkering in the port of Zeebrugge

While the energy business is undergoing massive changes due to ecological and financial concerns, Zeebrugge, a gas-hub for over 27 years, aims to play a lead role in the evolution of LNG fuelling for ships.

With the LNG terminal in Zeebrugge?s outer port, the Zeepipe, a 814 kilometer long pipeline from Norway, and the Interconnector, a bi-directional pipeline between Bacton and Zeebrugge, the coastal port has grown into a gas crossroads that covers up to 15% of the Northwestern European market.

Under the Pole Divers Breathe Easy Thanks to AST: For Truck To Ship (TTS) bunkering, a first truck loading station has been operational for several years and a second station is to be built in the near future.

UK firm Analox Sensor Technology Ltd. (AST) is backing an expedition which aims to produce previously unseen footage of submarine Polar Regions: 'Under the Pole Part II – Discover

Greenland' has been inspired by explorer and diver Jacques Cousteau.

AST say that a small team of divers/explorers, supplied with the company's vital safety equipment, has now embarked on a journey which will see them spending 22 months crossing the Polar region.

In the first 20 days, the team reached Torshavn in the Faroe Islands, where they reported that they were awaiting a favourable weather window which would allow them to reach Iceland. Project Director Ghislain Bardout commented: "We are still on time and if the weather allows us, we expect to reach Greenland early March. This target allows us to get close to the ice at the end of the polar night. It is therefore guaranteed to meet clear and limpid waters that will allow us to achieve the first underwater images in fantastic conditions."

The plan is for the team to initially travel up the west coast of Greenland, using a polar sailing ship, before wintering on the ice, and finally crossing over the North Pole, accompanied by Inuits and their dog sledges. As well as producing previously unseen footage, the team will carry out scientific projects. These include monitoring polar biodiversity and the polar environment, and reporting on the melting polar ice pack and the effects of global warming.

AST has provided the Under The Pole team with gas analysis equipment for use throughout this expedition which will take them to some of the most extreme environments on the planet. AST has donated an ATA Pro analyser for use by its divers, as well as a maintenance kit. The team will be diving using rebreather equipment, carrying trimix gas with them. The ATA Pro enables them to analyse each mix before it is used to ensure it is not contaminated and remains safe for use. It is designed to be used in even the most hostile of environments, and is therefore ideal for use on this polar expedition.

Kyle Fedyszyn, of Analox Sensor Technology, said: "We'd recommend that everyone follow the team's progress as they face challenges that are both extreme and exciting, in places on earth which have never previously been explored. We're proud to be supplying them with vital safety equipment, and now we are hoping also to help them spread the word, and raise awareness for their expedition and work."

"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, OR chandran.peechulli@yahoo.com**

Attention Seafarers!
TOLL FREE NUMBER

In case of Emergency seek Help, while in Indian waters / Indian EEZ, Contact: INDIAN COAST GUARD Dial City Code, followed by 1554.

***For example from Chennai,* 044-1554**

TELEPHONE NUMBERS

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

PORTS ON THE WEST COAST OF INDIA, COAST GUARD REGINAL HEAD QUARTERS (WEST), (MRCC) Mumbai, Tel: +91-22-2438 8065, Telefax: +91-22-2431 6558

Email: 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 | pblmrcc@sancharnet.in | Com_cs@dataone.in Inmarsat mini 'C' (IOR) 583-441922666 / 583-441908010 Inmarsat Fleet-77: 00-870-600938555

This site is owned and operated by "MARINE WAVES" whose registered office is in M107-5, 29th Cross Street, Besant Nagar, Chennai - 600 090, INDIA. 42018982. Managed by Shri R Venkatakrishnan, M.Com; MCA; MBA., Managing Trustee, for "Marine Waves Trust". Founded / Authored by Dr. Chandran Peechulli, Ph.D; MBA; D.Sc; FIE (India), PgDIMS (UK), PGTED; FIIPE; MSEI; MSNAME (USA), Ex.Chief Engineer (Marine), G.M. (Tech) Crossworld Shipping, Managing Editor & Publisher - "MARINE WAVES" International Maritime Newsletter. www.themarinewaves.com

Readers' valued feedback very important to us. Please be free to e-mail: seafarersman@indiatimes.com, seafarersman@hotmail.com You don't have to be a "Writer", all you need to be yourself and pour-out your thoughts on Seafarers and their life and work out at sea.

Service to active Seafarers out at Sea on top priority.

Do write to us of your unsolved problems/grievances, the matter will be taken up with the concerned Civil Authorities/Telephone, Electricity Board and other Government Agencies / Departments.